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## Official and Classified ADVERTISEMENTS

Continued from Page 103

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# fishing news

June 18, 1978

No. 8888

Est. 1913

20p

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### PUBLIC NOTICE

#### HARBOURS ACT 1964 — SECTION 31

NOTICE GIVEN TO THE GRAMPIAN REGIONAL COUNCIL WITH RESPECT TO THE CHARGES FOR FISH LANDED AT GOURDON HARBOUR

Notice is hereby given, pursuant to Section 31(1) of the Harbours Act 1964 that the Secretary of State for Scotland, having considered, under the powers conferred on him by Section 31(1) of the said Act, an objection made to his charge of 2.5p per cwt value in respect of fish landed at Gourdon Harbour, consisting of 16 December 1974, has, in pursuance of the powers conferred on him by the said Act, decided that the said charge shall be of effect for 12 months from that date.

Department of Agriculture and Fisheries for Scotland  
Chester House  
Edinburgh EH11 3AW  
25 May 1978

H. G. Robertson  
Assistant Secretary

#### HARBOURS ACT 1964 — SECTION 31

NOTICE GIVEN TO THE LOTHIAN REGIONAL COUNCIL WITH RESPECT TO THE CHARGES FOR FISH LANDED AT DUNBAR HARBOUR

Notice is hereby given, pursuant to Section 31(1) of the Harbours Act 1964, that the Secretary of State for Scotland, having considered, under the powers conferred on him by Section 31(1) of the said Act, an objection made to his charge of 2p per cwt value payable in respect of fish landed at Dunbar, as listed in the amended Schedule of maximum rates and duties to be levied at Dunbar Harbour dated 10 July 1974 and operative from 1 August 1974, has, in pursuance of the powers conferred on him by the said Act, decided that the said charge shall be of effect for 12 months from that date.

Department of Agriculture and Fisheries for Scotland  
Chester House  
Edinburgh EH11 3AW  
25 May 1978

H. G. Robertson  
Assistant Secretary

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**FISHING OFF** the west coast of Scotland is in big trouble. Only two or three weeks' haddock fishing is left before the quota runs out and this, coupled with a possible ban on herring fishing, could virtually wrap up operations. A switch to mackerel could be the only way open, but the quota for this species still has to be settled. It is understood that the EEC is considering a TAC in excess of 440,000 tonnes.

The immediate problem is haddock. At the half-way stage, around 8,000 tonnes from the 9,700 tonnes quota recommended by the EEC has already been taken. Producer organisations have been working a voluntary restriction of 3½ cwt per man a day. As *Fishing News* went to press there were fears that producer organisations would be asked to slash these restrictions even further at a meeting called on white fish quotas in Edinburgh yesterday (Thursday) with the Department of Agriculture and Fisheries.

As the Government is looking in ways to curtail the activities of non-PO members who are not adhering to the voluntary measures, there is a chance of statutory regulations being brought in right across the industry. This could provoke a confrontation with some POs which feel that the move would undermine their control. While POs want to see non-members brought into line, it is understood that some will resist any form of Government interference.

There is some leeway to increase the haddock quota. The quota is part of an EEC conservation package which the British Government has not yet accepted. Such a move, however, could bring about a loss of face with the EEC when Britain is calling for conservation in other directions.

On the herring front, the

limit ban

A meeting of the newly-formed Scottish Pelagic Fishermen's Association in Fraserburgh last week discussed the ICES proposal for a total ban on herring fishing, which is sure to come up at the EEC fisheries meeting due to be held in Luxembourg next week.

Although no official statement was issued, it is understood that the idea of a total ban would be resisted to allow the Scottish herring industry to exist.

Consolidating that conservation is needed while still allowing the herring industry to exist, the meeting favoured the introduction of a 12-mile limit with a total ban out to 200 miles.

Gilbert Buchan, president of the Scottish Fishermen's Association, told *Fishing News*: "We must have a 12-mile limit and a total ban

beyond, with some special concessions so that we can survive."

On the possibility of a massive TAC being introduced on mackerel, Mr. Buchan added: "This is nonsense. With moves like this we are just trying to stave off the unavoidable. What has happened to herring would happen to mackerel."

The exhibition was opened at Aberdeen on Wednesday expecting orders to the tune of £1m a day. This was the confident prediction of Des Corcoran, managing director of Eagle Exhibition Consultants when a massive array of fishing hardware was unveiled.

The exhibition was opened by Maitland Mackie, the fishing industry needed more "grass roots" at Brussels if it is to get anywhere within the EEC structure. Agriculture has been very successful in its EEC negotiations, achieving retention of milk marketing boards in the UK — a similar approach in round-table talks with partner countries and third countries was required.

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The EEC introduced a 200-mile limit which met the needs of others but not the UK, said Mr. Mackie.

He added: "Good sense must prevail in the end and this very large industry providing such an essential part of the protein diet of the nation, will be preserved and will continue to be a very profitable and important part of the economy of the UK."

The Catch '78 show closes on Sunday after a five-day run.



**Tait's purser nearly ready**

Another purser for the Tait family of Fraserburgh takes shape. This is the 137 ft. *Andra Tait*, under construction at the Meeskant yard in Holland.

## £1M-A-DAY SHOW

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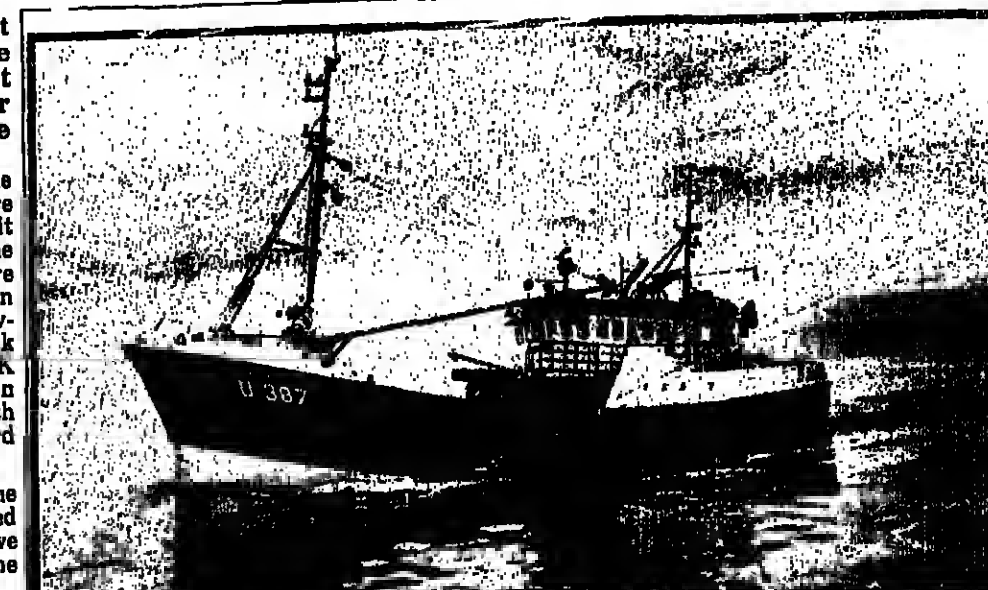
The vessels, all owned by Consolidated Fisheries and built at Goole between 1967 and 1982, are virtually sister-ships of around 140 ft.

It is understood that the vessels involved are: *Aldershot*, *Barnesley*, *Gillingham*, *Huddersfield*, *Town*, *Notts Forest* and *Port Vale*.

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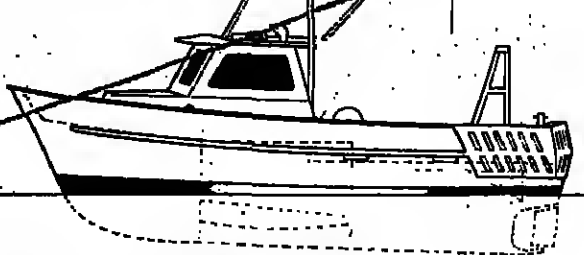


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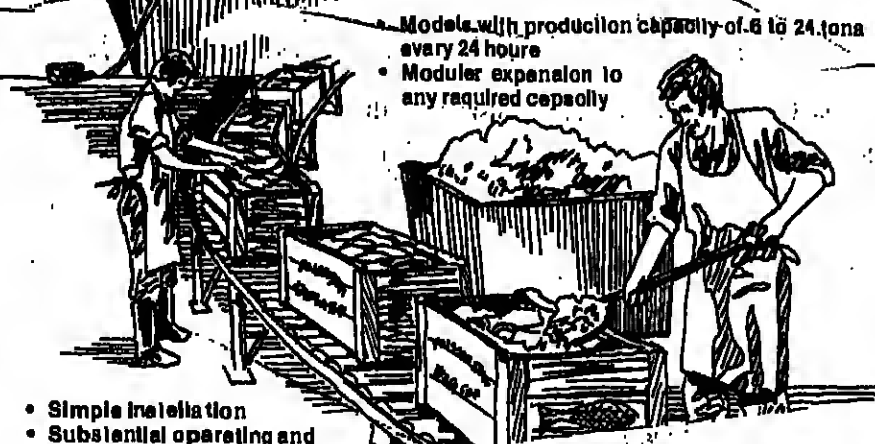
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# Imports blamed for price drop

THERE was an angry reaction from some Fleetwood owners last week when fish prices reached their lowest level in weeks. One of the firms most affected was J. Marr and Son whose pair trawlers did not hit the best of markets.

The firm's Fleetwood manager Jim Cross, who is also president of the Fleetwood Fishing Vessel Owners' Association, blamed the drop on imports and called for action to restrict them — but this was denied by merchants' representatives.

It was unfortunate for the company that the drop in prices occurred in a week when there was an excellent catch by the twins, *Armona* and *Novena*.

## BEAMER BACK

THE beam-trawler *Arthur Harvey* landed her first catch after a 250,000 refit at a Dartmouth shipyard, including a new engine at Milford Haven last week.

Owners Derek Sanders and Alan French, both tugmasters in the Middle East, bought the ex-Dutch vessel some time ago, but decided to have her re-fitted to gain maximum results.

She landed 60 kits selling for £3,300. The first kit-of-100 was auctioned on behalf of the Hakin Branch of the RNLI and was bought for £171 by the Celtic Fisheries.

*Armona*, commanded by Skipper Tom Christy, landed 798 kits including 400 of cod, 25 of haddock, 250 of coley and 40 of ling, which sold for a disappointing £19,848.

*Novena*, with Skipper John Burns in command, had 808 kits worth £19,589.

An average of less than £30 a kit was also returned for the catches of the Morr pair trawlers *Irena* and *Norina*.

853 kits were landed by *Irena* for £22,075. *Norina* had 637 kits for a grossing of £14,877.

Top single boat was the French stern trawler *President Colvez* which has landed at the port before. She had the type of mixed catch the port has come to expect from the French ships.

Her 730 kits catch sold for £19,191.

Among the outstanding Fleetwood near water trawlers was the 108ft. *Admiral Hauke* which returned to port after only ten days with 347 kits selling for £9,863.



Prince Phillip and Roy French examining the Premier Trophy on Monday.

## DUKE AT THE GROWING 'NEST'

IT WAS a time for old salts to swap yarns about the fishing industry of yesterday, tales of heroics and the days when horlog virtually ruled the seas — and the lives of thousands of fishermen — when the Duke of Edinburgh flew into Lowestoft on Monday.

He was there to tour a new £10,000 extension to the Lowestoft and East Suffolk Maritime Society Museum.

He was shown around the maritime exhibition by the Society's chairman, Roy French, and stopped to admire the display of models of fishing smacks, trawlers and relics of by-gone days.

"What a marvellous collection of maritime equipment," he said. "A wonderful display."

It was a subject close to his own heart but, despite his nautical background, he

found himself fixed by some items in the display of shipwright's tools.

Foreman shipwright, Ted Frost, explained that cooper's barrels were used in their thousands in the boy-day of herring fishing.

### Award

Prince Phillip was intrigued by the Premier Trophy, formerly awarded to the drifter nanking the biggest single night's haul of herring, and by the story of the Lowestoft smack *Nelson* which, under Skipper Tom Crisp, sailed, was sunk by a German submarine in the 1914/18 war.

Skipper Crisp, who had both legs shot off and died

from wounds, was later awarded the Victoria Cross.

His son Tom, who was with him and was rescued with the rest of the crew, described the incident to the Duke.

"An incredible escape — I hope you go to church regularly and give thanks," said Prince Phillip.

On his arrival by helicopter the Duke was met by Commander Ralph Jenkins, the minister's president, who was executive officer at the Royal Navy Petty Officers' School, Corsham, when Prince Phillip was a staff officer there 30 years ago.

Both men later qualified at the Royal Navy Staff College, Greenwich.

During his visit the Duke unveiled a plaque to the new extension named after the extension named after the Lowestoft skipper and naval hero, Mr. Crisp.

Mr. Crisp, who had both legs shot off and died

## Sandeel boat goes under

A SHETLAND crew was rescued by a fellow fisherman on Thursday night last week after their boat *Avenger* sank south of Fair Isle.

Har crew of five, under Skipper Billy Hughes, took to the lifeboat when the vessel started taking water and they were picked up by the *Lerwick*, Shetland, fishing boat *Constellation*.

*Avenger* had been fishing for sandeels about 12 miles south by west of Fair Isle when she sprang a leak.

After Skipper Hughes notified Lerwick coastguard of his vessel's plight, Lerwick lifeboat was launched and a British Airways helicopter was scrambled to Sumburgh. However, *Constellation* arrived first and took off the crew.

The Lerwick fishing boat, which had been fishing nearby, then headed for Fraserburgh to land her catch with the *Avenger's* crew still on board.

## COMMENT

### Silkin's last stand

WITH 80 MANY side issues to be resolved at next week's Fisheries Council meeting in Luxembourg, any hopes of progress on the formulation of a Common Fisheries Policy look wildly optimistic.

There are strong indications that the talks might not get beyond the question of the proposed herring ban off the west coast of Scotland. Minister John Silkin is expected to stonewall on this one, knowing the disastrous results it could have for our fishermen operating off Norway and Feroc.

There is no doubt that Mr. Silkin can take his now well-known obduracy in the face of EEC opposition to the limit. He can do this in the almost certain knowledge that this will be the last time he directly represents the British fishing industry.

With the EEC going into recess until the autumn, political events in Britain are almost sure to remove Mr. Silkin from the fishing scene. The predicted autumn election will either see him out of office or involved in a promised cabinet reshuffle.

In contrast to most of his predecessors Mr. Silkin will leave the industry with his reputation enhanced. He has proved a valiant fighter but the big issues with the EEC still remain to be solved.

The problem which cannot wait is that of third country fishing arrangements in EEC waters. If these are not settled, then we can expect to see Norway reacting sharply to EEC fishing off her coast — something we just cannot afford. By fighting to keep the west coast herring issue open, Mr. Silkin will, perhaps, be able to do enough to stave off this threat.

## fishing news

Editor: Harry Barrett  
Assistant Editor: Ian Strutt

Scottish correspondent: Gloria Wilson

Advertisement Manager: Bill Barber

Circulation: Ann Dunford  
75-77 Ashgrove Road, Ashley Down, Bristol BS7 9LW.  
Tel: 0272 425711

Postal subscription rate: 28 per annum 28.50 overseas

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# PORT RECORDS TUMBLE Seiner nudges £15,000 ON TOP AT 26



ROBERT FOSTER — at 26 Milford Haven's youngest trawler skipper — proved himself a chip off the old block last week when his command, *Picton Sea Eagle*, broke the port's grossing record by £330.

His grandfather, Skipper and *Picton Sea Eagle*, with a Bart Foster, was one of the crew of only six, made her port's best-known skipper's record catch after being out and held some top commands for 12 days when Milford Haven was in its post-war boom.

Included in her excellent catch of 352 kits were 170 kits of cod, 44 of haddock, 10 of turbot and 20 of plaice which sold for £9,030. This beat the previous best of £8,700 set by the skipper-fisher Brenda Wilson.

Skipper Robert Foster had to the grounds again in an attempt to beat his own record.

Robert's father, Herbert, was also a skipper before coming ashore to work.

Skipper Robert Foster had been on the Scottish grounds

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## Catch stand A113 at "Catch 78"

Shown above is a typical example of Custom Built Range:

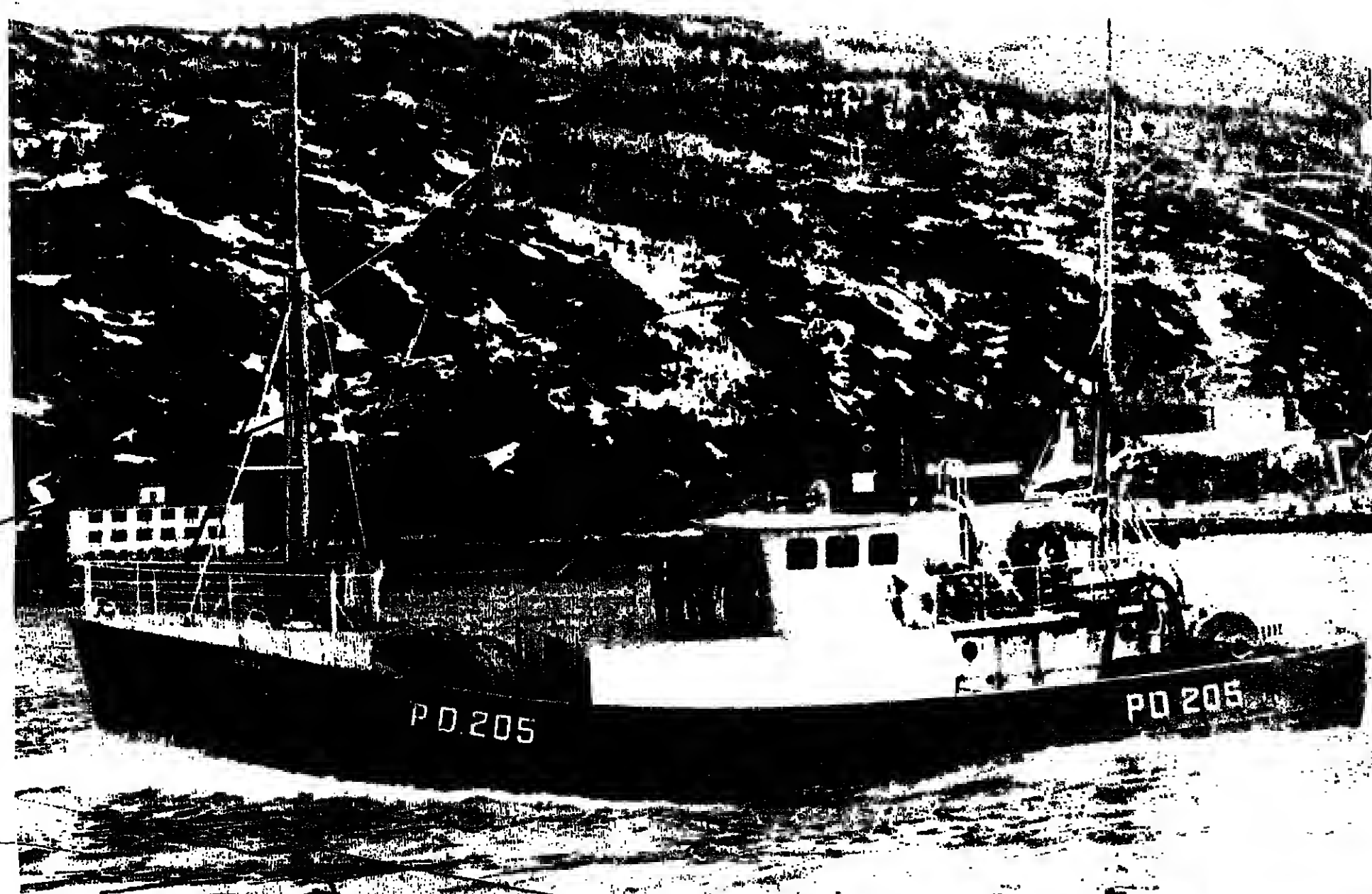
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# SCOTTISH SEINER HITS FISH ON THE GRAND BANKS

Juneve IV heads out to the Grand Banks from St. John's harbour.

A Scottish-Canadian partnership: Juneve IV and Beothic Venture leaving St. John's harbour.

WORKING STRANGE grounds 3,000 miles away has not dimmed the skill of one of Scotland's top seine net skippers. With the 86ft. Peterhead-registered Juneve IV, Skipper William Strachan is demonstrating the power of Scottish seining with some good hauls on the Grand Banks of Newfoundland in an experimental fishing operation for the Canadian Government.

Last month Juneve IV completed four fishing trips to the south-west edge of the Grand Banks and caught over 3,000 boxes of fish, mainly flatfish—grey sole, flounder etc.—over a total period of 20 fishing days. Single hauls of between 150 to 200 boxes were made and the best single trip for the vessel was 880 boxes for 3½ days fishing.

## Extensive

British nets used during the experiment were the "Jackson 670" and the "Keenfisher 800". Skipper Strachan is reported to

have found an extensive area of excellent seine net fishing, estimated in the region of 5,000 square miles. This ground was located in 50 to 100 fathoms of water from Latitude 45° N, Longitude 54° W, to 43° N, Longitude 50° W.

## Funk Island

This month Juneve IV, in conjunction with the 80ft. Canadian vessel, Beothic Venture, will be conducting white fish pair bottom trawl experiments off the Funk Island Bank. Skipper Strachan will also be trying Scottish seine netting in this area in depths ranging from 200 to 250 fathoms, providing that suitable grounds are located.

As part of the operation, Canadian fishermen are being given on the job training. Canadian officials are using the test fishing to carry out economic comparisons with the existing fleet of side and stern trawlers working in the area.

At the same time, vessel design studies are being initiated to provide information on the build-up of a middle distance fishing fleet.



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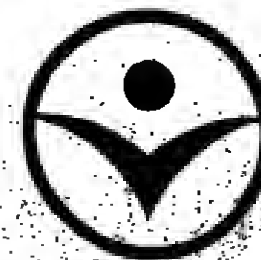
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# MINISTER ACCUSED OF 'TRICK' CAMPAIGN

THE IRISH Fishermen's Organisation has accused the Irish Fisheries Minister of "initiating and perpetuating a campaign to mislead and trick the public on the fisheries issue."

Leader of the 8,000-strong organisation, Joey Murrin, accused the Minister of manipulating figures in an attempt to mislead and give a false impression to the fishing industry and the public.

He was referring to a statement made by Mr. Lenihan to the Irish Parliament on May 31.

In that statement the Minister, Mr. Lenihan, was replying to the final stages of a debate on Irish fisheries.

Commented Mr. Murrin: "According to official Department of Fisheries figures, the

number of full-time boats in operation during 1977 had increased by 79 over 1976. The number of part-time boats for the same period increased by 176. During this period landings of white fish varieties decreased by 6,000 tonnes while landings of pelagic species increased by 7,000 tonnes.

"This consists of an 8,000 tonnes increase in for fish meal and had no commercial value.

"Overall, landings rose by more than three per cent, which, when viewed in relation to the total number of boats now fishing and the extra effort involved, amounts to a substan-

tial decrease in the actual catch per vessel.

## Industry being depressed

According to the IFO a small number of newer, more powerful and better equipped vessels, have increased catches but these are being used by the Minister to con-

fuse and hide the gravity of the situation.

Joey Murrin said that the seriousness of the current situation was highlighted by the fact that Bord Iascaigh Mhara had frozen all finances for new boats.

"In view of the Minister's statements it is not at all surprising that our case in Europe is so weak," he said. "The Minister himself has recommended stabilisation of the fleet and therefore a restriction on the number of boats of our present size."

"He now appears to be rowing in with EEC policy to prevent expansion of the Irish fishing industry into bigger

boats and newer types of fishing presumably," said Mr. Murrin, "not to upset EEC policy of keeping 'other stocks' for the Dutch and the Danes."

"If the picture is as rosy as the Minister claims," said Mr. Murrin, "why has finance been frozen? Why is BIM operating a repossession policy? Why does the Minister talk about stabilising the fleet? Why have white fish catches dropped by 5,000 tonnes? Why has the Minister refused my invitation to a public debate on the whole question? Why is BIM spending vast sums seeking new fishing grounds? Why is there such a gap between Government policy and BIM policy?"

"I challenge the Minister to come out and publicly refute the figures presented here —

if he thinks he can. I know he will not accept this challenge because he will find it impossible to distort the truth before those who know the facts," said Mr. Murrin.

"We have here a situation where small quantities of fish are realising a high value thus hiding a highly dangerous scarcity of stocks," said Mr. Murrin.

"If the Minister is going to persist in dealing in fiction and deceiving the public with deliberately misleading information, he should resign or be removed."

Mr. Murrin added that he was astonished that members of the Opposition Parties demonstrated "such a lack of both energy and interest in pressing the case" and "in exposing the Minister's bluff."

THE EUROPEAN Commission has proposed 'fishing plans' which might provide a real breakthrough towards agreement on a common fisheries policy.

The plans concern herring fishing off the west of Ireland and Porcupine Bank (ICES zone VIIb,c) and would start operating on an experimental basis from July 1 until the end of the year.

A big question mark hangs over the reaction of Irish

fishermen. Until now they have strongly opposed the idea of fishing plans and could still decide to sabotage

them. The idea of fishing plans dates back to the informal meeting in Berlin last



Former skipper "Tess" Johnson at work on a Kingfisher chart. A legend in his sea-going days, he died last week.

## 'Tess' — White Sea legend

FREDERICK "Tess" Johnson MBE, DSC, a co-founder of Kingfisher (Fishing Charts) Ltd. and one of the most skilful and respected of all Grimsby's distant water skippers, died suddenly at his Cleethorpe home on June 7. He was 69 and had been in poor health for some time.

"Tess" Johnson, who inherited the nickname from his skipper father, came from a famous family of Grimsby fishermen which has given the Humber port some of its most gifted skippers. Yet none more than "Tess".

His favourite grounds were the White Seas, where he became a living legend with his uncanny ability to string together trip after trip of superb pelagic and flat-fish catches. In their day they broke many a port record.

A quiet man, "Tess" stated his long association with the industry as a dackie-learner in the 1930's with Consolidated Fisheries. He rapidly gained promotion to skipper and, by the time war broke out in 1939, had already been recognised as one of Grimsby's 'don' skippers.

During the hostilities he served in the Navy as a Skipper/Lieutenant on minesweepers and was awarded the DCS.

Reputation

After the war he joined Grimsby Industries, which was later to become Derwent Trawlers and, finally, the New Group. He built up an enormous reputation in the old steamer Hargood then, during the 1950s, he took a succession of new motor trawlers.

It was whilst with the Rose companies that he forged a firm friendship with fishing expert Peter Edge and, in 1967 when ill-health forced "Tess" to abandon his sea-going career, the pair joined forces and inaugurated the Kingfisher charts.

In the early 1970s he was awarded the MBE for his services to the fishing industry. More recently he had undertaken work as a fisheries consultant.

He always put more into his work than he took out

## OBITUARY

and, for this reason alone, he will be sadly missed. "Tess" was a widower who leaves three sons and two daughters.

## Skipper of 'Real Madrid'

Skipper Frank Gilchrist died suddenly aboard the Grimsby trawler *Rae* on Sunday as his command was in Scalloway, Shetland, for repairs. He was 40.

Skipper Gilchrist was on his second middle water trip in *Real Madrid* for owners, Consolidated Fisheries Ltd.

He was a well-known middle water and North Sea fishing specialist who joined Consolidated last year.

Because of his great knowledge his services were in constant demand and, over the years, he worked with most of Grimsby's near and middle distance owners. He had a strong link with Sir Thomas Robinson & Son.

Skipper Gilchrist was married with three children.

## Boxer skipper

George Douglas Greening, who died at Hull last week at the age of 91, was a former skipper with the port's old boxer fleet — the vessels which fished the North Sea and their catches were taken direct to London by carrier vessels. He went on minesweeping service in World War Two and retired 81 years ago.

# EEC's 'fishing plans' for Ireland

tively rules out all Dutch vessels, but only four Irish ones.

Under the plans the Irish would be allowed to catch 10,000 tons of herring in 1978. So far this year they have caught 4,500 tons. During the remainder of the year they will be able to catch 500 tons between July 1 - August 31 and 5,000 tons from then until December 31.

On the other hand, the Dutch must catch their full quota between July 1 and October 16.

A fleet of 80 Irish vessels will be licensed to fish for herring of which only four may be over 24 metres (this includes all Irish boats of this size). In contrast only 44 Dutch vessels will be licensed and not more than 15 of these may be over 24 metres.

Both the Irish and Dutch vessels will not be allowed to fish for more than five con-

secutive days or to catch more than 25-tons each per voyage.

The Irish Fisheries Protection Service — consisting of about four custom-built vessels and a number of minesweepers — will have the task of making sure that the plans are adhered to.

Fisheries officials in Brussels point out that as the plans were drawn up after close consultations between the three parties and, as the area of water concerned is relatively small, this should not be too great a task.

There is the possibility that Britain may block the plans when they are discussed at the Fisheries Council in Luxembourg on June 20, according to experts in Brussels. An objection is likely because the plans are based on the principle of majority voting.

The UK has been insisting on fisheries questions being decided unanimously.

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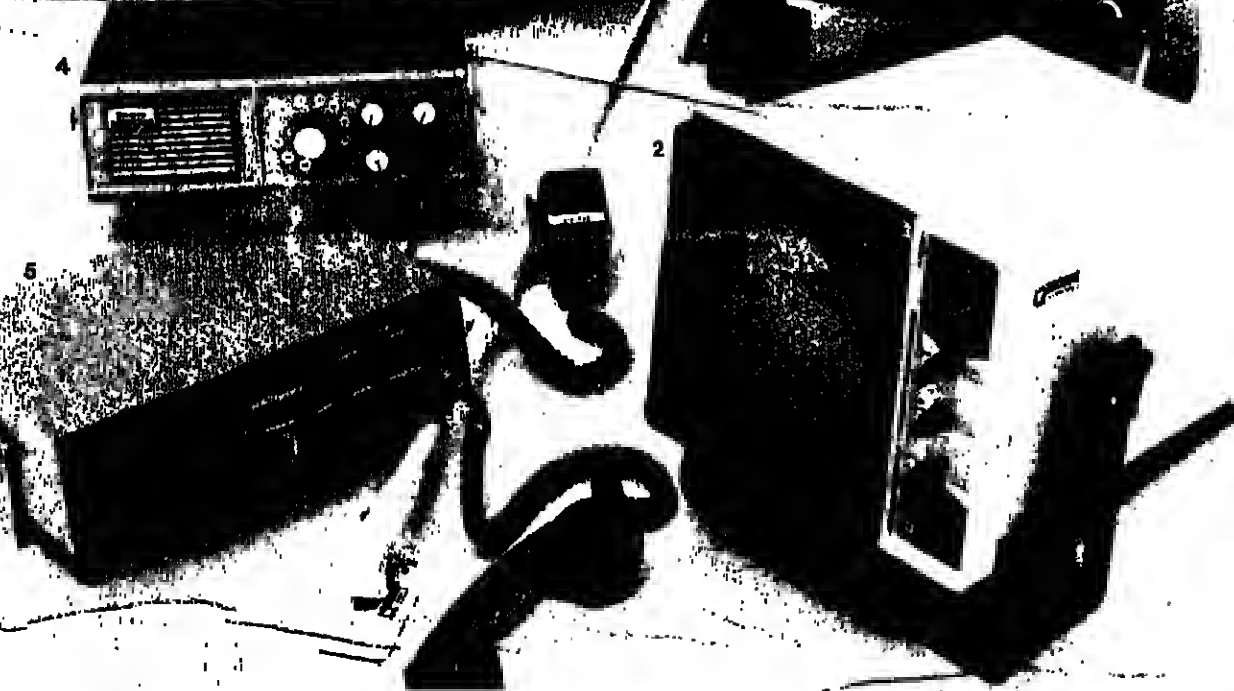
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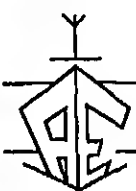
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# Bitter end as 'Gillingham' lays up 'Too small' codling should have sold

Below: hundreds of tonnes of fish — mostly small dogfish and cod — being tipped into the fish meal offal trailer at Grimsby last week having found no buyers on the markets. Consolidated's Don Lister was upset that Gillingham's codling was not bought up by merchants.



THE GRIMSBY distant water trawler *Gillingham* — now laid-up due to the withdrawal of her north-east Arctic licence — lost over one-third of her last trip of 2,039 kits to fish meal. Merchants claimed most of the fish was too small.

It was a sorry floeie, hopefully only temporary, to fishing for the 140-footer and a bitter disappointment to Skipper John J. Loedes and his crew.

After the auction the 728 kits unsold were consigned to the fish meal factory at £2.50 per kit.

The breakdown was 540 kits of codling, 181 kits of haddock, six of redfish and one of tusk which had been caught during a 26-day White Seas trip.

*Gillingham* grossed only £37,060, but owners Consolidated Fisheries claimed at least 500 kits of the unsold

codling should have been sold, even at minimum. The merchants counter-claimed there was not sufficient labour available to handle so much small fish.

## 'Killing'

Director/manager, Don Lister, told *Fishing News* after the landing that he was very upset over the incident and said: "What we are doing is killing our own market."

"We have reached the stage with the merchants and processors that they now have only a certain labour force available which can only eat

voracious amount of fish. "I know it is difficult for the processors as there is always three months of the year when we're going to have a problem of fish supplies now because, basically, we haven't the trowlers or the grounds to fish."

"But we do know in the summer months that we are going to have the fish, and although I admit the haddock were bad, 600-kits of the codling were reasonable and they should have been taken from the market."

"These days we have to catch what we can. It would be nice to catch large fish all the time, but we just cannot."

# WE DID DO OUR BEST-BUYERS

GILLINGHAM was not the only ship hit in a run of small fish landed last week. The fish from middle and near water grounds caused all sorts of difficulties at Grimsby as many merchants and bulk buyers lost interest as soon as they saw the size on offer.

The problems occurred mainly with landings of codlings, dogfish, chat head-

docks and cod, and, with wall-supplied markets each day, prices slumped badly — often to minimum.

Inevitably there was the depressing sight on most days of a procession of offal trailers carting the fish away to the factory.

A spokesman for one of Grimsby's top merchanting concerns told *Fishing News*: "It is all most unfortunate and only the very worst has gone to meal."

## Economic

"We have absorbed as much small fish as we possibly can lately, but there comes a time when you can no longer continue to operate a factory economically with small fish."

"Smalls are often more difficult to filter than large fish and, with the best will in the world, we cannot afford to regularly expect the men to work much longer hours, to produce the same weight of saleable fish at the end of each day, or employ extra staff just to please trowler owners."

"What could we possibly do with extra staff during the winter when fish supplies are tight?"

"Besides, it can be one hell of a problem moving small stocks when the popular sizes are medium and large."

"Nobody likes the sight of there has been this week at the merchants, but we are doing our best."

Landings again averaged over 5,000 kits daily, plus about 1,000 boxes sent overland on each market. The middle and near water trips in a very busy week for the were again a mixture of good

and poor. Consol's *Crystal Palace* (Skipper Dave Shaw) hit the high spot among the Westerly and North Sea trawling trips with £19,732 from 797 kits, including over 420 of codstuffs, after a 17-day trip.

BUT's best came from *Ross Juno* (Skipper Glen Cunningham) which picked up £18,104 from a 15-day Westerly trip of 662 kits of nicely mixed fish, but with an emphasis on cod end haddock.

Taylor's top tripper was *Okin* (Skipper 'Snowy' McInch) on £15,440 from 667 kits, again mostly cod, but the firm is still in the middle of a sticky patch. At the other extreme *Sando* managed just £4,421. Next worst was £7,126 by Boston Group's *Boston Kestrel* and £9,760 by BUT's *Ross Cheeta*.

Consolidated Fisheries landed two distant water trips.

## Fortunate

Skipper 'Wiggy' Herdle in *Huddersfield Town*, with 2,142 kits, again mostly codstuffs plus a few reds and cod, was more fortunate than Consolidated's *Gillingham* after a 22-day Barant Sea trip. She lost 80 kits unsold and 63 of cod to the salters to end up on the week's best of £81,467.

As codling prices in particular dipped, the seiners did not have the best of weeks either. Jubilee's *Christen Bank* (Skipper Jan Olesen) came out top with a 12-day, 347-kit cod trip worth £9,346 in a very busy week for the agency.

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# Big field for race day in Brixham

FISHERMEN will be racing for a holiday in Spain when the annual Brixham Trawler Race gets underway on Saturday, June 24. A sun-soaked break in Torramollos — by courtesy of Pontin's Holiday Camps — is included in a host of prizes which will attract a big entry of fishing boats to the start line.

French boats will be adding to the race which starts from Brixham at 10.00 a.m. A Royal Navy fisheries protection vessel will be in attendance while the boats race twice round a seven-mile course off Torbay.

A new name on the prize list this year is Scania engines and another engine firm, Baudouin, will be presenting three television sets. Last year Baudouin powered the winning boats in all three classes.

The 1977 race provided a record entry of 72 vessels with the Brixham trawlers Boy

and J.B. dominating the two main classes. Some hot competition is expected this year in the crebbier section for the Fishing News Trophy. Brixham skipper Terry Ekers in Sea Spray will be bidding for a hot-trick of wins in this class.

Following the race a reception is being staged at Pelington by the Mayor of Torbay. Prizes will be presented on the old fish market at Brixham.

A warm welcome is promised for visiting boats and there is still time to enter for the race. See form page 2.

THE HULL freezer trawler *St. Benedict* is believed to have set a new national record by catching over 800 tonnes of blue whiting in 15 days during a 20-day trip.

While other vessels may have had catches in excess of 800 tonnes, never has a British freezer made them in so short a time.

The Hamling-owned *St. Benedict*, commanded by Skipper Trevor Doyle, had been meckering fishing off the south-west coast out of Milford Haven for seven

# BLUE WHITING DOUBLE QUICK

months before going direct from Milford to the blue whiting grounds off Faroe.

The ship, using a Cosalt 1600 mid-water trawl, made about 30 hauls most of which were of about 1,000 baskets

apiece. The weather was good and the huge catch by *St. Benedict* was loaded at Ymuiden, Holland, for sale under contract.

The vessel has now returned to Hull for survey and

proportions for the next mackerel season.

Hamling's *St. Joseph*, which had also been on the blue whiting at the same time, has had a turn-out of about 600 tonnes at Hull.

# RELIEF AT PLAICE PORT

FEARS of a halt to North Sea plaice fishing later this year with its serious effect on Lowestoft have been averted following the meeting in London on Monday of Lowestoft trawler owners and Minister John Slikin.

Lowestoft supplies about 87 per cent of the total U.K. plaice catch and there has been anxiety about the effect of EEC quotas running out towards the end of the year.

"There is no likelihood of a clampdown of plaice fishing from Lowestoft this year," said Aubrey Moore, President of the Lowestoft

Vessel Owners' Association on Tuesday.

"That is the important thing for us because we did think Lowestoft might well have reached its quota by about September and have to stop fishing but this will not happen," he added.

Lowestoft was able to produce strong evidence of

Monday's meeting of the port's determination to adopt a responsible attitude towards conservation methods. The U.K. fishing industry has voluntarily adopted a new minimum size for plaice landed, from 13 in. to 11.4 in., and has also crossed the size of net mesh used from 75mm to 80mm.

# DUMPED CRABS PROBE

THE mystery dumping of 300 full-size crabs on a rubbish tip at Torquay is being investigated by Ministry and RSPCA officials.

The crabs — most of them still alive — were discovered by council workmen last week.

RSPCA Inspector Tony Eden was called in and as they waited his arrival workmen tried to sort out the live from the dead and put them into buckets of water.

Inspector Eden managed to cram 70 crabs in his van

which carried a tank. He took them to his clinic and sprayed off dirt and filth.

After immersing them in fresh sea-water for an hour ten died. The remaining 80 were put back in the sea near Torquay.

## Destroyed

Mr. Eden said: "The rest of the crabs, which I believe were edible, had to be destroyed at the tip."

"I would have liked to have taken them all, but there just wasn't room in the van and

there wasn't time for a return trip."

One workman said that crabs had been dumped at the Barton Tip before. "We were all angry when we found many of the crabs alive," he said.

The incident has been reported to RSPCA headquarters in London. Officials from the Ministry of Agriculture, Fisheries and Food in Plymouth are also inquiring into the dumping.

It is understood that Torquay Council, which runs the tip, has identified the lorry which took the crabs there.

## Lost vessels

A TOTAL of 36 fishing vessels were lost in 1976, two of them — *Wyre Victory* and *Ben Gulaian* — being deep sea trawlers.

Deaths in that year among crews of deep sea trawlers numbered 15 and of other fishing vessels deaths numbered 20, with over half of them resulting from casualties to vessels.

Details were issued in the report *Casualties to Vessels and Accidents to Men* obtainable from HMSO, price £1.75.

# Another seiner for Grimsby

GRIMSBY skipper-owner Leonard Gollings has bought the Eshjerg wooden fishing vessel *Rex* (E 297). The 40-ton vessel has been renamed *Angol* and re-registered at Grimsby as GY 381.

Skipper Gollings, who recently sold the Grimsby anchor-seiner *Danbrit*, has wasted no time in replacing his old command.

For the past two years *Angol*, and *Rex*, was rigged and worked as a trawler from Eshjerg. However the vessel has now been converted for seine fishing and Skipper Gollings is fishing his new command across to Grimsby on her maiden.

## Drums

*Angol* has a twin-cylinder 160 horse power Hundedest main engine and is well equipped, both in the wheelhouse and on deck where a Benne two-drum seine rope storage unit has just been installed.

*Angol* will operate under the management of Danbrit (Fish Salesmen) Ltd. She follows *Argus* (now renamed *Helgo Maria*) into the Danbrit agency from Eshjerg this year.

The Grimsby firm now operates 18 anchor-seiners and ten pair trawlers.

# Billingsgate

WHERE HAVE all the grilles gone? Certainly not to Billingsgate! This year the season seems to be as late as anyone can remember.

The first grille, young salmon that have developed sexually a year earlier than their fellows, normally enter the flow of their birth about the end of May and, by the middle of June, the arrivals are nearing their peak — but not so this year. They have been few and far between and only a good fish of sea trout have enabled the salmon merchants to provide their customers with any small fish.

It has been the grille that over the last few years has made up for the declining tonnage of sizeable salmon. Each year that has passed, the numbers of large sea salmon have grown less and there seems good reason to believe that as far as these fish are concerned the arrival of Billingsgate is related to the actual catch; no one is going to fish away in cold stores and the London price is as good as lost in the early part of the year.

The last few years have been good grille years and arrivals in June and July have meant that the total weight of the season has not been down by that much. Buyers have had to vary their demands to match this change of available fish and smokers, who twenty years ago would have looked at anything under 15 lbs, have been forced to lower their sights if they are to get the quantity of fish needed to store for their winter trade.

No doubt their buyers such as Michael Corrie, who represents the Salmon Merchants' Association, are worried this year with the grille so reluctant to appear.

What few have arrived are commanding high prices. Thursday last week, grille was between £1.40 and £2.00 a pound, reaching into the price range of the salmon which was from £1.70 to £2.35 a pound.

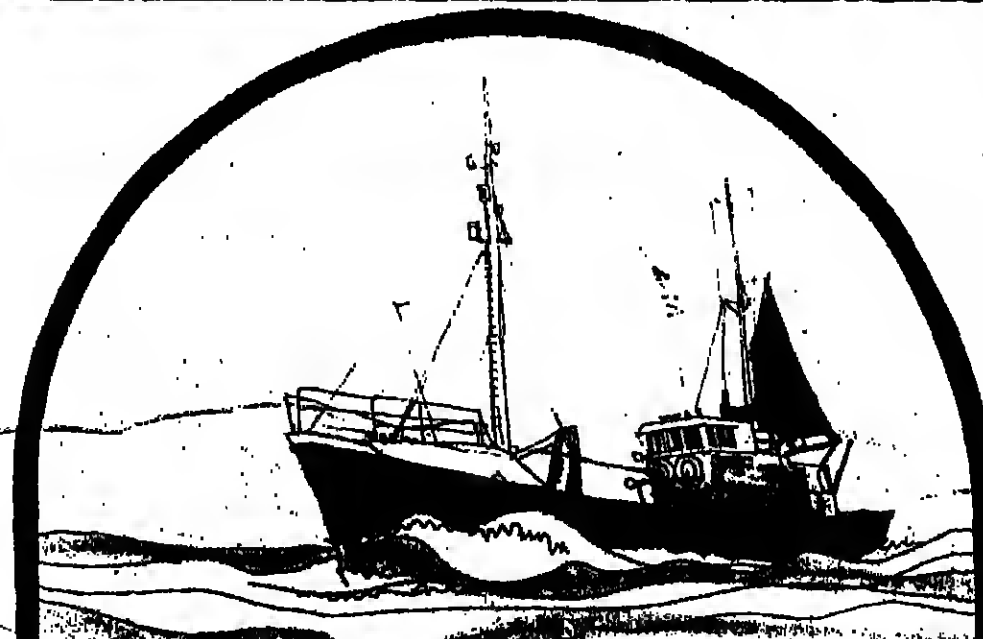
The range of prices, of course, depends on the size and condition. Generally the larger the fish the higher the price provided the fish has been well looked after and has no blemishes, no bruises, no seal bites or soft marks to mar the essential beauty.

It is here that the majority of anglers' fish falls down. They are damaged during the battle in which they were caught and few are properly food and all show the signs of being up and down.

The shortage of grille has had the effect of keeping the price of sea trout or salmon if you prefer that terminology high. Many retailers wanting small fish for cooking, and for trout as a substitute.

It seems a pity that the salmon farmers are not as flexible enough in their organisation to take advantage of the situation, for in these last few weeks there have been very few farmed fish on the market.

Robert Gray



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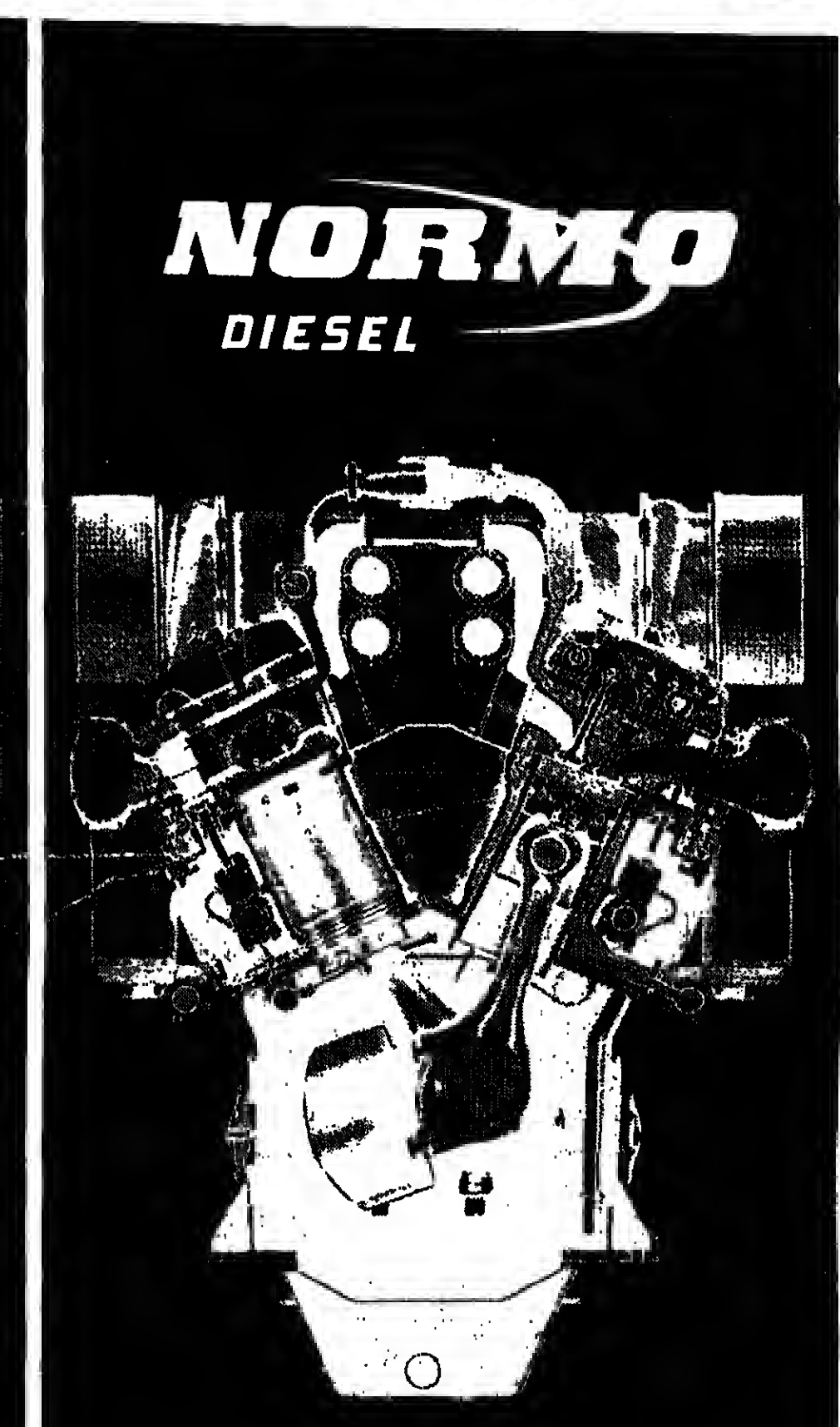
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## Seining and pair trawling

"I OWN a 60 ft. trawler powered by a 170 hp Gardner engine and I was pair trawling for three days with another boat of similar size and power."

"We fished in 40 fathoms with a Boris combined seine/trawl designed for use with doors by a boat with a 365 hp engine and we found that we could tow it without difficulty."

"Two four-hour tows produced 32 eight stone boxes of cod, pollock and whiting."

"Finding this method of fishing effective we have consequently been thinking that if a proper pair trawl is worked, specially designed for use by our two boats — we might

achieve even better results. "We would like to make a close study of the types of pair trawl we could use and how they are worked, and wonder if you would let us know of any publications available which would enable us to do so."

■ Your luck's in! Until recently the only publications about pair trawling likely to be of practical value to anyone like yourself have been leaflets like Alan Glenville's: *The Larsen Trawl*, published by the Fisheries Division of FAO and others. Now you can buy a book in which many different types of pair trawl are depicted and described in detail, descriptions being accompanied by explanations of how they are worked.

The book is called *Pair Trawling and Pair Seining*. It has been written by David Thomson, author of that magnificent book *The Seine Net*, and published by Fishing News (Books) Ltd.

It is specifically designed for anyone who wants to make a close study of pair

## John Burgess' Log



trawls and how they are made and worked in various fisheries, or anyone who contemplates engaging in pair seining.

Among others it contains chapters on pair trawling for cod, mid-water pair trawling, ring net fishing, Canadian pair seining (in which much of the information is contributed by the author's

father Skipper Jimmy Thomson) and two-boat purse seining.

These chapters, like the rest, are well illustrated with both photographs and line drawings to make the text easily comprehensible.

The chapter on pair trawling for cod describes how vessels of the size and power of yours are used for pairing.

Sections deal with the vessels themselves, the white fish and herring trawls they use and how they are worked, and tells how such trawls have been developed by Grimshy and Scottish fishermen.

Because the book is so lavishly illustrated and well produced, it costs £12. This may seem a bit high but there are two reasons which justify such expenditure. In the first place you will gain more than £12 worth of knowledge which you can put into practice.

In the second, you will be making an indirect contribution to RNL funds by buying it, for the author is donating all royalties from sales of the book to the Institution.

It is obtainable from: Fishing News (Books) Ltd., Long Garden Walk, Farnham, Surrey.

## Leadline markings

"HOW do you mark a leadline to check the accuracy of an echo sounder which indicates depths only in metres?"

■ Leadlines used by the Admiralty Hydrographic Department to calibrate echo sounders are marked as follows: at one and two metres, one strip of leather; two and 12, two strips of leather; three and 13, blue hunting; four and 14, green and white hunting; five and 15, white hunting; six and 16, green hunting; seven and 17, red hunting; eight and 18, blue and white hunting; nine and 19, red and white hunting; and at ten metres, a piece of leather with a hole in it.

## Fishing lights

"WHILE the engine and stern gear were being installed in a 30 ft. glass fibre hull I bought recently I started looking around for various items of equipment which I thought I might be able to get secondhand."

"I bought some rope, blocks and four drift nets from a chap who also offered to sell me some old but serviceable navigation and fishing lights. However, I did not buy the lights because I had read somewhere about new regulations being introduced concerning lights and shapes to be exhibited by fishing vessels."

"When I have fitted out the boat, I intend to use her for trawling in summer, longlining and drift netting in winter. Can you tell me, or tell me where I can find out, what navigation and fishing lights I shall have to exhibit under current regulations, whether those I have been offered are likely to meet requirements or, if not, where I can get lights that will?"

■ By way of navigation lights, you will need a masthead, sidelights and a stern light, and you will need all round red, green and white lights for use when fishing at night.

Port of Call 26 of the Collision Regulations will tell you where and when these lights are to be exhibited and perusal of Annexes I and II to the Regulations will tell you precisely what specifications each light should have.

It is most unlikely that the lights which you have been

offered would meet these specifications and comply with those required for lights to be used in craft built after July 15, 1977. They might be suitable for use in a boat built before then but only until July 15, 1981.

If they do not comply with current requirements it would be most unwise to buy and fit them. They might validate your insurance cover and, should you want to sell the boat, they would reduce its value as the purchase would have to fit new lights and perhaps wiring.

It would be prudent on the other hand to invest in lights which meet requirements fully as they will enhance the value of the boat by two or three hundred pounds in the event of your wanting to sell.

All units in a range of Agos Signal lights meet current requirements. They are distributed by Simpson Lawrence Ltd., Edinboro Drive, Glasgow; Channel Marine Ltd., Harbour Parade, Ramsgate; and Peter Similes Ltd., Burnham-on-Sen, Somerset.

## Track plotter

"I HAVE been told that some time ago you described on *Inexpensive* a plotter designed for motor boats equipped with a Decca Navigator but not a Decca Track Plotter."

"I am interested in acquiring one and would be grateful if you would give me details of it."

■ The plotter to which you refer is made of wood and measures about 12 x 12 in. It has a 10 x 9 in. paper with floor or face fitted with hinges, and rollers on top and bottom for winding standard size plotting paper up and down.

It is a manually operated track plotter which has proved to be most useful in boats about 40 ft. long working out of Torbay, Rosneath and Campbelltown.

Skippers make their own markings on the paper with different coloured pencils and pens, if their plots contain intelligence likely to be seen by prying eyes when in port, remove them home.

A.T.D. Sinclair, Ten Winds, Torbay, Argyl, tells us that the plotter is a design of his and would send you particulars and price of the current model.

## Gear for potting

"I SHOULD be grateful for names and addresses of firms which supply rubber bands for lobster claws and metal creepers for racooning lost gear."

■ Rubber bands are obtainable from H.A. Coombs Ltd., Cairns, Wiltshire. Metal creepers are supplied by Engineering Fiddlers, Colas Lane, Milborne St. Andrew, Dorset.

ANY QUESTIONS? IF YOU have any questions about equipment, gear or methods, John Burgess or methods prepared by him, always prepared to answer them if they are answered with a stamped addressed envelope for reply.



Sunbeam — the biggest Irvin-built boat in peace-time.

THE boatbuilding yard of Richard Irvin and Sons at Peterhead has an excellent reputation for building the larger class of wooden-hulled, cruiser-sterned fishing vessels.

The latest in the line is the 85 ft. *Sunbeam* — the largest boat built by the yard in peace-time.

Founded in 1914, the yard built a couple of steam-drawers and then concentrated on repair work until 1937 when it delivered a 65 ft. cruiser-sterned motor boat. She was *Valkyrie II* for owners in Rosneath.

During World War II Irvin contributed 27 boats to the defence fleet but, since that time, has built in the region of 70 cruiser-sterned vessels. The majority have been more than 70 ft. long.

Modifications in the design have been introduced in keeping with changes in fishing methods, the earlier boats now being rather lean looking vessels in the 152 hp range built chiefly for herring, drift net fishing. They are quite a strong contrast to the hefty full-lined and powerful seiner-trawlers leaving the yard during more recent years.

When the yard completed the 80 ft. *Radiant* Way in 1978 for Skipper William Stephen of Inverloch, it was thought that the firm may be pulling out of boatbuilding. As events turned out it remained in the fishing boat market and has just delivered the 85 ft. seiner-trawler *Sunbeam* to Skipper William Smith of Lissiemouth and his partners.

Shipyard manager, Hugh Livingstone, told *Fishing News* that the firm is now in a position to continue building wooden vessels, but it plans to fit out steel hulls built elsewhere.

He said that there is a greater move towards steel vessels owing to the demand

# 'SUNBEAM'

## —Irvin's big one

for refrigerated seawater tanks, so the firm proposes to have a wooden vessel under construction and fit out a steel hull at the same time.

Mr. Livingstone said that the firm can offer a range of vessel designs and has already tendered for several wooden boats from 54 ft. to 86 ft.

The firm is also looking at the possibility of becoming more self-contained. At present engineering installations and metal fabrication work, etc., is handled by subcontractors. Repair work will continue as before.

It was in 1978 that Skipper Smith took delivery of the first 74 ft. *Sunbeam* and he has done exceptionally well with her since net fishing. This boat has now been renamed *Coronia* and will continue to fish from Peterhead.

Design

The new *Sunbeam* will start off seine netting. There is a strong possibility, however, that she may try pair trawling for white fish during the summer in partnership with the 85 ft. steel vessel *Keatrel*. This boat has just been built by the Campbelltown Shipyard for Skipper Ian Sutherland of Hopeman.

Both vessels work through the agency of Grampian Sea Fishing Ltd., which was formed

last year and the firm is now acting for about 11 boats.

*Sunbeam*, with an overall length of 85 ft. and stout beam of 24 ft., is capable of seine netting, plus single and two-boat trawling.

Her lines are based on those of other vessels designed by the yard in recent years and stability calculations have been handled by the Napier Co. (Arbroath).

She has a registered length of 79.8 ft.; depth to underside of keel, 12.6 ft.; and draft aft, 11.5 ft. Tonnage under Scottish Part IV registry is 87.48.

Built to the latest requirements of the Department of Trade and the White Fish Authority, she is of traditional Scottish layout with the deckhouse aft. Below deck she is sub-divided from forward into forepeak, fishroom, engineroom and cabin.

Hull construction is of oak and larch planking on an oak framework, but with deck beams and stringers, engine bearers and the three main bulkheads of steel.

Propulsion is provided by a Mirrales Blackstone type ES6MGR air-starting engine which develops 600 bhp at 750 rpm. It drives a Bruntons four-bladed, fixed pitch propeller through a Mirrales Blackstone NMS gearbox of 3:1 reduction ratio.

Dual-shaft Blackstone controls for the main engines are fitted in the wheelhouse

and the engine has a Brown Boveri turbo-charger.

A Desm 3 in. bilge and general service pump, and a 24 V Transmotor ACG600 generator, are belt-driven from the flywheel of the main engine.

Arrange

Belt drives are arranged off the extension shaft at the fore end of the main engine for a 24 V Transmotor ACG600X generator, the steering gear pump and the hydraulic braking pump for the seine rope reels. A standby Wilson

air compressor can also be belt-driven from this extension shaft.

The standby hydraulic powerpack for the gear handling machinery is driven off the fore end of the extension shaft through a Sutherland step-up gearbox. A Dowty venable delivery hydraulic pump drives the winch, while a Vickers double pump unit provides power for the rope reels and power block.

Henry Fleetwood and Sons of Lissiemouth supplied the auxiliary set based on a Gardner 5LX electric starting engine of 127 hp at 1,500 rpm.

Direct drive is arranged from the forward end of the engine, through a Twin Disc clutch, for the main Dowty hydraulic winch pump.

The main Vickers double

pump unit for the rope reels and power block, and a Wilson air compressor, are belt-driven from the fore end of the engine.

A Transmotor 24 V ACG220 generator is powered by direct drive off the after end of the Gardner engine, and a Gilbert Gilkes and Gordon Series M bilge and general service pump is belt-driven from the shaft between engine and generator.

Belt drive can also be arranged from the after end of the engine to power a standby lube oil pump for the main engine gearbox.

Soma 3,000 gallons of fuel oil and 600 gallons of fresh water are carried in engineroom tanks and there are also tanks for lube and hydraulic oil.

The boat has 24V electrics throughout and the deadfront-type switchboards in the engineroom and wheelhouse are of Marlin

Continued page 14

Below: *Sunbeam* may team-up with *Keatrel* to go pair trawling. She is fitted with a Sutherland seine-trawl winch and Losels reels and power block.





Continued from p.13

Gerin manufacture. Heavy-duty Exide lead acid batteries are carried.

On deck a D. F. Sutherland combined seine and trawl winch is located forward, its trawl drums lying in a fore-aft position aft of the seine barrels.

The Lossie Hydraulics rope storage reels, each having capacity for 17 coils of 3/4 in. seine rope, are fitted aft of the winch and are fully controlled from the wheelhouse. A Lossie Hydraulics 24 in. power block is hung on an Atlas crane aft of the deckhouse.

### Gallows

Either of the hydraulic powerpacks in the engine room can drive the deck units at full power, although normally the one driven from the auxiliary engine will be used as the primary power source. Cantilever-type trawl gallows are built into the after end of the deckhouse and carry towing blocks for single and two boat trawling.

Seine rope stern rollers on *Sunbeam* are from Shortway Rope Guides. Made by a Peterhead firm, these robust units introduced last year are designed to have an exceptionally long life and to be safe and easy to use.

A hand-operated anchor windlass from the Hull firm of Gemmell and Frow Ltd., and a Baccies standby rope coiler, are located right forward, below the whalebacks.

An anchor davit is arranged on the starboard side, at the after end of the whaleback, and Chalmers rubber-cased floodlights are housed on the superstructure.

Apart from the deckhelmet and the hatch covers, which are of aluminium fabrication, all the superstructure is of steel.

The fishroom is arranged for carrying fish in boxes and on shelves; it is served by two hatches and insulated on the bulkheads, being fitted with steel stanchions and aluminium pond boards.

All the metal fabrication work, and the engineering and electrical installations, aboard the boat were handled by the Peterhead Engineering Co. Ltd.

Founded in 1974 under director, Bill Adam, this firm initially catered chiefly for offshore oil activities but is now seriously involved in the fishing industry. A special fishing division has been set up at Seagate, Peterhead. Another Peterhead firm, T. S. Buchan, carried out the plumbing and hydraulic installation.

Turn to page 16

Above: Lossie Hydraulics rope storage reels and Sutherland seine and trawl winch.

Right: the Sutherland seine and trawl winch has the trawl drums positioned aft of the seine barrels.

Below: cantilever-type trawl gallows are built into the after end of the deckhouse.

Below right: one of the Shortway Rope Guides stern rollers which will be used when seine net fishing.

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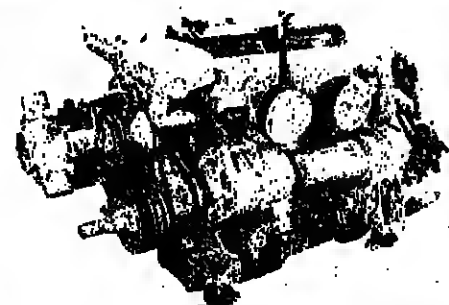
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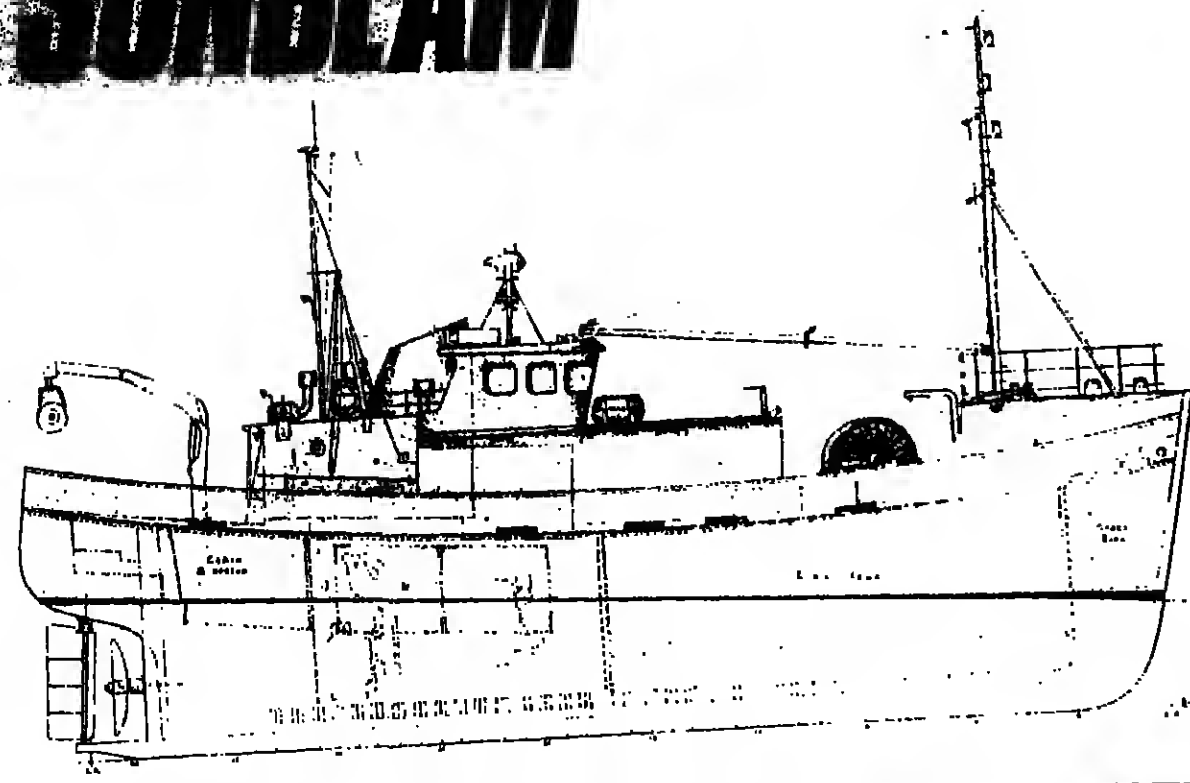
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## SUNBEAM



Above: Sunbeam in profile. The  
wooden-hulled 88-footer is  
working through the Grampian  
Sea Fishing Ltd. agency. Right:  
the men who have got to make  
her pay — Sunbeam's crew.

From page 14

Woodsons of Aberdeen  
supplied the majority of  
Sunbeam's electronic in-  
struments in the wheelhouse,  
including Elec LA272 echo  
sounder with LA242  
Fischer-Robertson AP-7  
automatic pilot, Woodsons  
intercom system, Oki ONX-7  
rader, Mermaid 23  
watchkeeping receiver, Ben  
Amphitrite log and Sailor  
T126 R105 sabb radio  
telephone, R106 receiver and  
RT144B radio VHF  
telephone.

The Japanese firm of Oki  
Electric Industry Ltd.  
manufactured the rader  
which is the second of its type  
to be installed aboard a boat  
in the north-east of Scotland.  
Decce equipment includes  
110 rader, two Mk.21  
Nevigators and 350T Track  
Plotter with dual receiver-  
plotter switch.

### Fittings

Other wheelhouse fittings  
include Morse engine and  
winch controls, Bostrom Vik-  
ing 300K helmman's chair,  
Wynstruments blade-type  
window wiper, and the alarm  
panel for the Tescid Elec-  
tronics fire detection and  
hijack level warning systems.  
Tenford 115 FSG steering  
gear is coupled to the  
autopilot.

A plug-in type Francis  
searchlight is carried and  
Exide heavy-duty emergency  
batteries are carried inside  
the funnel.

The deckhouse comprises  
separate galley and  
messroom, with galley fittings  
including a Kampasle oil-  
fired cooker which also  
supplies hot water for  
domestic use and central  
heating. There is a serving  
hatch into the messroom  
which is located below the  
wheelhouse.

Both the toilet and wash  
basin are also arranged in the  
deckhouse, and a Godwin J2  
fresh water pressure set is  
fitted in the engine room.

All the accommodation is  
fitted to a high standard and  
extensive use has been made  
of D.O.T. approved materials.  
Bunks for eight are arranged  
in the crew's cabin below  
deck aft.



## SOUTH-WEST FISHING GEAR and equipment EXHIBITION

JULY 5-8, 1978

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10am-5pm Admission free Parking nearby

Come and discuss fishing gear, engines, boats,  
etc., with leading south-west suppliers

Show organisers: Roy Gollop, phone Lyme Regis: 3620

With another EEC fisheries meeting due  
next week DAVID AITCHISON, chief  
executive of the Scottish Fishermen's  
Federation, explains why fishermen  
must continue to ...

## MAKE IT HOT FOR THE MEN IN BRUSSELS



David Aitchison — "60-mile not a parrot cry"

WHEN reviewing  
events in Europe over  
the past year or so it  
has been the meetings  
of the Council of  
Ministers which have  
attracted most atten-  
tion. This is why the  
British fishing industry  
has mounted such an  
unrelenting lobby on  
these occasions.

The Scottish Fishermen's  
Federation carried the in-  
shore banner at these  
meetings alone until our in-  
shore colleagues from the  
south rallied to the cause  
through their new organisa-  
tion, the National Federation  
of Fishermen's Organisations.

I am often asked whether  
the lobbying is worthwhile  
and can only reply that we  
cannot afford not to be  
represented at this and every  
other level within the Com-  
munity.

If the industry is not to be  
permanently represented in  
Brussels, then the next best  
thing is to explore every  
avenue available and attend  
each and every meeting at all  
levels.

It is difficult to quantify  
gains and losses. If, however,  
we consider quotes alone, es-  
timating the value of each  
thousand tonnes of "noble"  
fish species at say £400,000,  
it can be seen that the  
stakes are high.

### March

It would be regrettable if  
ministers were to imagine  
that they had little support  
from the industry. In fact the  
SFF was represented at 11  
meetings of the Council of  
Ministers during 1977, nine  
outstanding occasions, being  
the march of over 100 Scots to  
the Berlaymont Building in  
support of a 60-mile limit.

Ministers of all unions  
were left in no doubt about  
the depth of Scottish concern  
and the national will to take a  
firm stand.

The Expenditure Com-  
mittee, in its fifth report,  
states: "We ... believe that  
HMG have been fully  
justified in defending those  
interests (i.e. the British  
fishing industry) with some  
obtuseness, and we are glad  
they have done so."

Ministers have had to do a  
great deal of stone-walling  
over the past 18 months and it  
would be untruthful to say  
that one has never been  
chided in case they dropped  
their guard.

Nevertheless they stood  
fast and, although the Com-  
mission's quota proposals are  
still unsatisfactory and the  
plans made in conservation  
have been less than the situa-  
tion requires, the industry  
has stuck it out with  
them just as long as it takes to  
reach a satisfactory settle-  
ment of the Common  
Fisheries Policy.

During 1977 we also lob-  
bied the European Council  
on two occasions. This  
Parliament has as yet only an  
advisory function.  
Nevertheless the Com-  
missioners stand and Mr.  
Goncalves answers in the  
fisheries debates.

It would be careless to  
assume that, because this  
Parliament has as yet only an  
advisory role, it does not have  
influence which will increase.  
The chairman of the Euro-

pean Parliament's Fisheries  
Committee is Merck Hughes,  
MP for Durham, while John  
Corrie, MP for North  
Ayrshire and Bute, is re-  
porter.

The chairmen and re-  
porters of committees are  
obliged to put forward the  
views of their committees  
and, while it is important that  
we should have strong  
representation on any  
fisheries committee, it seems  
unfortunate that any British  
member of the European  
Parliament holds office on  
such a committee when so  
much of a contentious nature  
has still to be settled.

It was, moreover, quite un-  
helpful to hear our demand  
for a 60-mile limit of ex-  
clusive control described in  
the European Parliament by  
Mr. Hughes as a "Parrot cry".  
Nobody thinks that a 60-mile  
limit in itself would cure all  
our problems, but it is an  
essential plank for survival,  
and it was unnecessary to  
dismiss our considered de-  
mands so lightly.

The industry is represented  
in Europe on the Advisory  
Committee and all their  
working groups. It would be  
outrageous to dismiss these com-  
mittees as talking shops and  
no more. However, they do  
have influence on structure,  
marketing policy, harmonisa-  
tion, training, etc., and may  
eventually exert much more  
influence when, for example,  
the Marine Resources work-  
ing group is constituted.

The recommendations of  
these committees go forward  
to the commission and, while  
there is a positive side to their  
debates, it is equally impor-  
tant that nothing should be  
advanced or go unchallenged  
which would have adverse  
effects on the British in-  
dustry. We must be  
represented.

### Helpful

Finally the staffs of the  
commission. We have found  
them helpful, whether it be to  
discuss and press for EEOGA  
assistance for building fishing  
vessels or the training or  
retraining fishermen.

These then are the main  
avenues open to us within the  
community structure. There  
are friends to be won and  
plenty of people to be in-  
fluenced — and it would be  
folly to neglect any of the op-  
portunities.

Though the Expenditure  
Committee states: "The Scot-  
tish inshore sector is well  
represented by the SFF, we  
Continued on page 18.

catch on, too ...  
catch more with

B&W Alpha



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4-stroke 855-3510 kW (1160-4770 bhp)

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is at your disposal.

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Left: hard supporters for a 50-mile limit. The Scottish fishing industry took to the streets to demonstrate its feeling when Commissioner Gundlach from the EEC visited ports.

singing the same harmony. Fortunately, at this juncture, the industry's demands for a 50-mile limit was clearly vindicated by the fifth report of the Expenditure Committee of the House which states that HMG should continue to seek agreement that each EEC member state has exclusive fishing access to a 50-mile wide zone from its own coast.

This committee, in addition to visiting many ports in the UK and abroad, studied 437 memoranda, interviewed 317 witnesses, and produced in their final report a comprehensive and valuable survey of the industry, together with carefully-weighed recommendations for the future.

No doubt the report will be carefully studied by the Commission and our EEC partners and will make its own useful impact both on them and on UK thinking.

Before the recent meeting of the industry with the All-Party Committee, I was apprehensive at the apparent reluctance of some influential voices to back the line of the industry.

## MAKE IT HOT...

From page 17.  
cannot lie back and say 'Good — the job's done'.

Pressure must be maintained at home through ministers, individual members of parliament, the All-Party Fisheries Committee, leaders of the political parties, members of the European Parliament and regional councils.

It is remarkable how much support has already been generated for the fishing industry. Nevertheless, in recent weeks, one could not help becoming rather worried that a less satisfactory settlement might be in the offing.

As the SFL's president, Gilbert Buchan, stated recently before the All-Party Committee of the House of Commons, it was difficult to reconcile the different voices being heard even from members of the House where we felt we had general support.

On the one hand, the Minister of Fisheries and the Secretary of State for Scotland spoke of 0-12 miles exclusive limit, phasing out of historic rights within this, and dominant preference between 12-50 miles together with adequate opportunities beyond that. Mrs. Thatcher, Leader of the Opposition, in December gave her support to the call for 50-miles as a negotiating objective, which seemed to imply a similar view to that of Government ministers, but Hugh Brown, Under-Secretary of State for Scotland, referred to the demand for 50-mile exclusive control as a "gimmick".

### Fishing plans

Mr. Hughes and Mr. Corrie, at the European Parliament, put forward the line adopted by their fisheries committee. A group chaired by Mr. Prescott, MP for Hull East and a member of the European Parliament, launched a working document entitled "Fishing into the 80s" which favoured the concept of fishing plans being referred to great haste being required to complete the document before the anticipated imminent agreement of the Common Fisheries Policy.

So here we have a variety of people, all wishing the best for the industry, but not all

Right: a delegation from the Scottish Fishermen's Federation with Geoffrey Rippon in Brussels. The EEC has always been ready to go and present its case on the European scene.

pleasural. But this situation cannot be allowed to develop to the point where quotas per man or vessel become un-economic.

Smaller vessels whose range of operation is limited, and operators of a single vessel, would be first to feel the pinch. If he stops fishing he goes to the wall. The company owners, however, can fall back on the expedient of laying up part of their fleet until things improve.

Time — in relation to fleet structure — is not on the side of the shore-fishing industry. The time for licensing and for a register of vessels entitled to share in the stocks available is now.

Clearly when stocks are low so the traditional grounds of the inshore fleet, particularly of herring, haddock, whiting and plaice which have in the past made up much of the earnings of that fleet, there is no scope to divert vessels.

It is important that stocks and quota allocations from these traditional grounds should not come under even greater pressure than already exists, either through uncontrolled acquisition of inshore vessels or by unplanned expansion through new building.

### Stocks low

One must, however, bear the situation that the future of the fishery is an on-going process. In the immediate future, however, any new building and acquisitions would need to be carefully controlled so that the regions heavily dependent on fisheries maintain their fleets to modern standards and are still in business when the belt-tightening has had its effect on improvement of stocks.

One is often asked why Scottish fishermen continue to invest in new vessels. Probably there is something in his temperament which tells him it is impossible to stand still; a belief that the attempt to do so means falling astern.

There is the example before him in the well-being of our fishing communities through success achieved by grasping the opportunities of past years.

Make no mistake. The Scot is a hard-headed businessman who is perfectly aware of the cost of repayment, running expenses and

so forth but, having assessed all these, the rest is an act of faith in himself, his crew and his industry.

In the regions where most of the Scottish fleet is based there is no alternative shore employment. If fishing fails, the communities suffer correspondingly; but the Scottish fishing communities have known and persevered through difficult periods to emerge with a well-balanced fleet.

If, then, the future is to be difficult, it is necessary to have as good and modern equipment as possible to meet it.

It is essential that young men who have the guts, ability and drive to put up their savings go into owning their own vessels and contribute so much to the many scattered fishing communities around our coast.

Recent proposals of the commission concern fishing plans which would try to favour remote areas heavily dependent on fisheries. Few would deny that in the present circumstances comprehensive planning should be the top priority. But even locally-operating fleets may be required at times to change their pattern because of shortage of fish, and they could run into serious crises if unable to do so.

On the other hand much of the inshore fleet is, and traditionally always has been, highly mobile. It always will be needed to exploit waters out to the edge of the British fishing zone and beyond.

Moreover, it has been the front-runner in much of the technical improvement which has taken place in recent years and one would not wish to see a fixed pattern imposed so that stagnation occurred.

It will be interesting to see what progress is made by the other eight member EEC states on their agreement reached at Berlin in January

## Smell test for quarry crab plant

A PLAN to set up a crab and fish drying plant in a disused quarry near Tavistock is to be given a smell test by a special committee of West Devon councillors.

The group is to point its nose at a similar plant at Holesworthy — to see just how smelly the operation may be.

The decision was taken at a meeting of West Devon Council's planning committee on Monday last week after planning officer, Bob Page, said he had had informal discussions with a businessman who wanted to set up a drying plant at Wiltonstone Quarry.

Mr. Page said the

applicants planned to export the finished product to Egypt and had offered to set up the sniffing test at Holesworthy.

The dryer used in the operation worked with a deodoriser. Seventeen tons of fish and crab waste would be processed in a day.

Councillor Mrs. Margarita Hampton thought the smell could be tremendous, and there was the possibility of spillage during delivery to the plant.



popular solutions, particularly in what may well be the run-up to a general election. The time has come for unilateral application of further conservation measures and ministers, with the backing of the Expenditure Committee's Report, must convince our Common Market partners that an exclusive 50-mile zone is the just goal of our industry. That the industry, people and Parliament also, if it follows the advice of its own Expenditure Committee, are in no mood to be fobbed off with an inferior package.

The Minister of Fisheries has strenuously defended the case for the Milk Marketing Boards. We hope he can produce the goods for the fishing industry.

The Eight seem to be resting on their position and hoping Britain will yet come to heel. It is essential, therefore, that the government introduce measures without delay to protect our industry on a fair and just solution is found. This will ensure the continuance of a way of life which is eminently worth preserving.

them will require to be much better.

Will there then be a settlement soon? It is difficult to see how this could happen. Common Market sources openly refer to no settlement before a general election in Britain.

One cannot see the Eight change course, at least not before they have tested their present agreement to implement the commission's proposals without the UK. Nor can one envisage a UK government accepting un-



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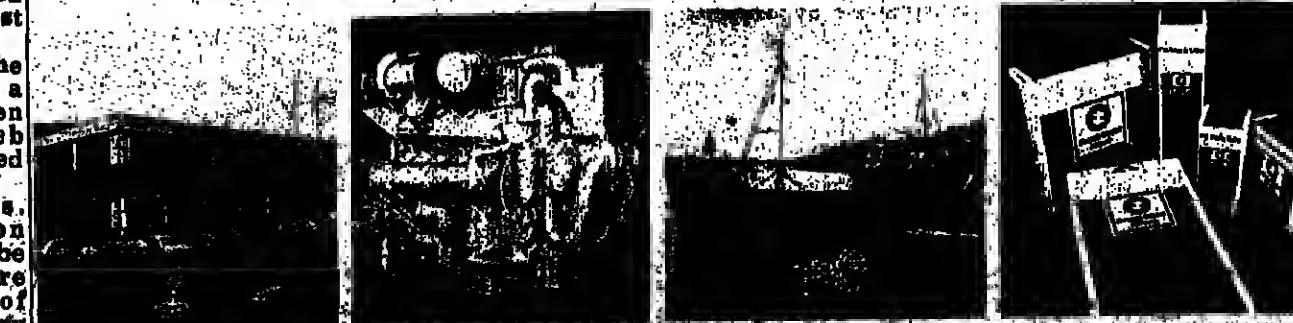
Says fisherman and trawler operator Bill Meson of Teignmouth, Devon. "We spend an average of 100 running hours per week at sea. Fishing is our livelihood and we need reliability for our 60' boat. The 12V71 Detroit Diesel engine is compact, powerful and extremely reliable. We have to handle some pretty rough weather sometimes and it's reassuring to know that we can depend on our engine and not worry about breakdowns. We chose the Detroit 12V71 because we've had experience with this engine

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## CRABBER 'GOES ITALIAN' Fiat powers 37-footer

THE FIRST new fishing boat in England completed with a Fiat marine engine has been launched by Weston Workboats at Weston-super-Mare. Ann Virginia is a crabber based on a Cygnus GM37 hull and both owner and builder are reported well pleased with the trials. Her Fiat engine is the six-cylinder type CP3 producing 160 hp at 2600 rpm.

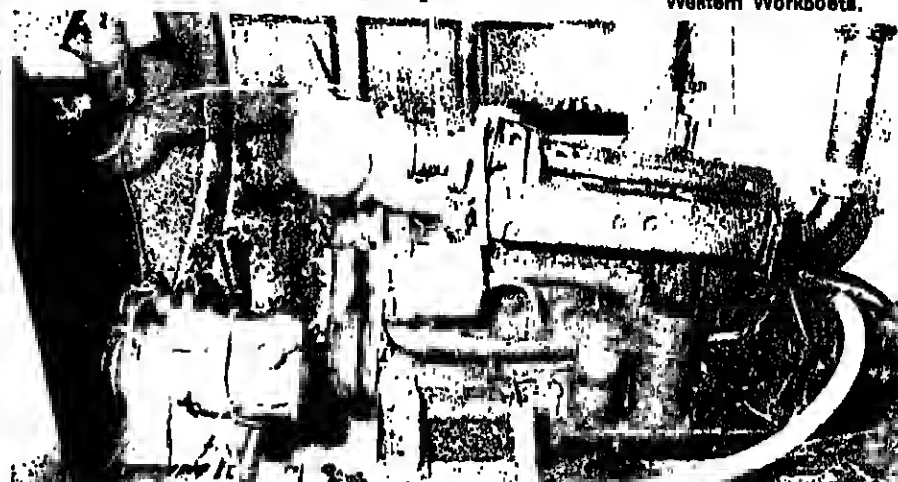
It is mounted solidly on the engine bearers, yet there is a marked absence of vibration. Belt drives from the front of the engine power the Dowty hydraulic pump and the Jabsco 1 1/2 in. bilge-deckweath pump.

The drive to the propeller is taken through a Twin Disc NG508 gearbox with a 2.91:1 reduction. The propeller shaft is made from 2 1/2 in. stainless steel and the propeller breaks new ground for a vessel of this size in being four-bladed. The 31 in. x 20 in. propeller was made by Brunton's of Sudbury and this configuration contributes to the smooth running.

The hull is the standard Cygnus Marine GRP 37-footer with its heavy duty frames and stringers. The wooden deck beams are of 6 in. x 4 in. timber on 13 in. centres and the deck is made from marine plywood, skinned with GRP and an anti-slip surface.

There is a large fish hold forward and the clear deck gives ample storage space. This has extended by a steel structure aft, on top of the transom, designed to hold either pots or empty tea chests used to store crabs. Owner Robert Anil plans to work 360 pots with Ann Virginia.

A tripod mast forward supports both the derrick and the hauling block. The latter is mounted on a telescopic arm to starboard. Beneath is the



1 1/2 tonne Seawinch hauler mounted on a box fabricated from mild steel. In addition to the hauler control, duplicate engine controls are also mounted on this box.

The aft wheelhouse is constructed from marine plywood skinned in GRP. It has a duplicate wheel mounted on its fore end so that the steering can be controlled from on deck. An 11 in. Francis searchlight is mounted on the roof.

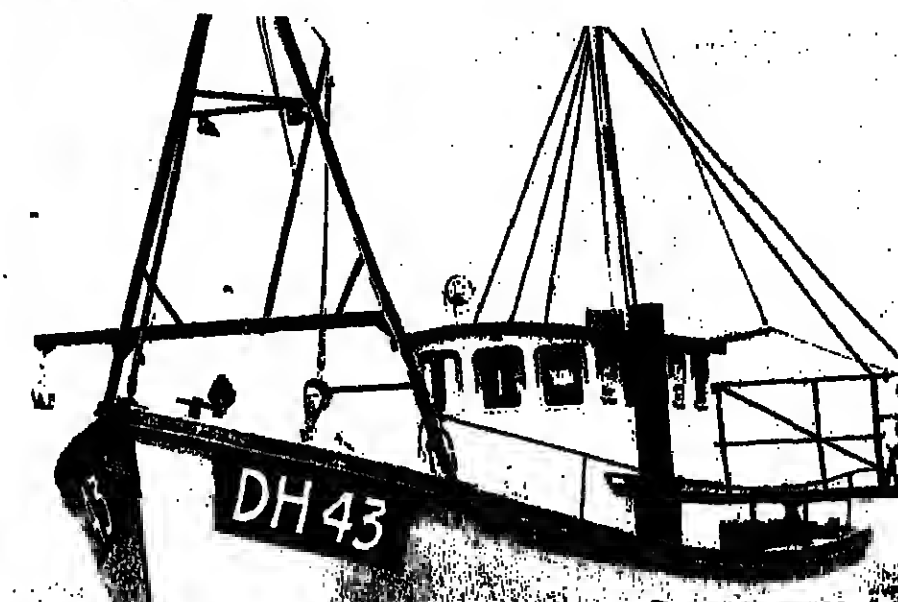
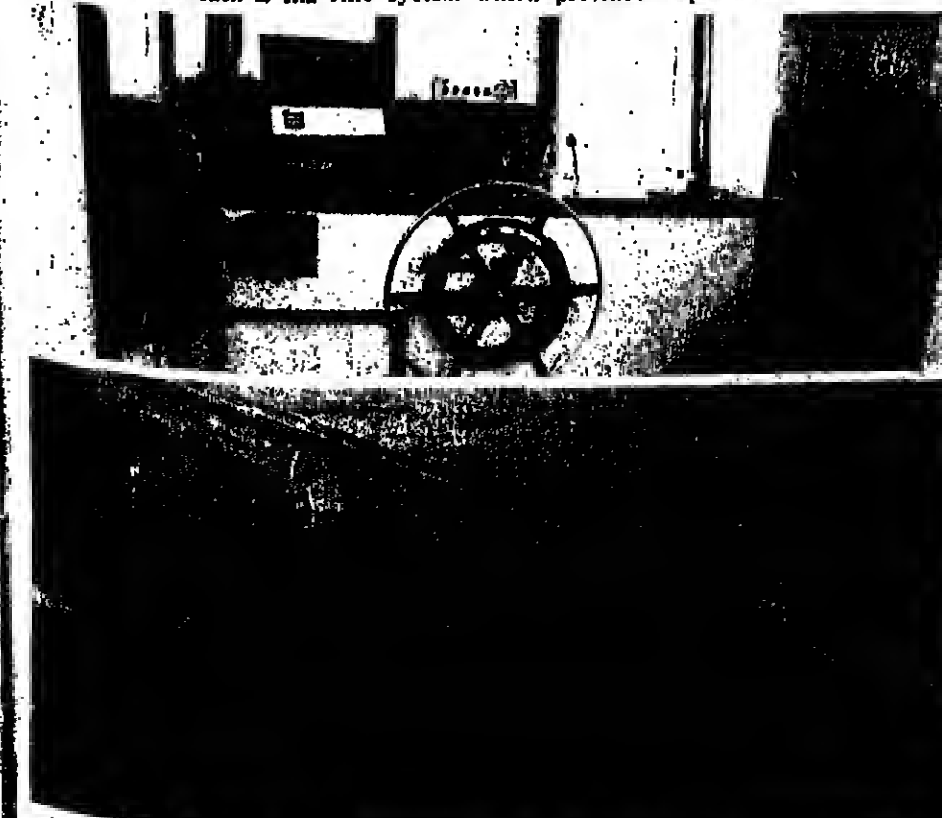
The engine exhausts via a trunking on the port side, which also acts as an engine room ventilator.

The main navigation instrument is a Decca Navigator Mk. 21. In addition to the usual instruments, the engine is protected by an Alfa system which provides

both aerial and visual warnings of impending problems — essential when all the crew may be working on deck. A 'Sailor' RT144 VHF provides communications.

A Sestral compass is fitted and steering is by a Wills Ridley hydraulic system. A 'Sailor' MF receiver provides weather forecasts, etc. A Flavel B700C gas cooker is fitted in the spacious wheelhouse and below, three berths have been fitted in the space above the propeller shaft.

A new type of light from France, the Le Grande, has been used for internal lighting. These units will take a 100 watt bulb in 28 volts, giving almost daylight down below. Deck lights on the meet are rubber-enclosed Wipe units.



The Fiat 160 bhp diesel (below) which makes Ann Virginia a smooth runner. Right: owner Robert Anil (far right) is seen with builder David Blackwell of Weston Workboats.



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# Skerries 24 takes shape

FISHERMEN will be glazing-up the latest boat in Helmatic Scotland Skerries range at Aberdeen's Catch '78 fisheries show this week.

The Orkney-based firm is showing a carvel-built hull which will be used as a plug for the mould to make a new 24 ft. GRP hull.

Helmatic (Scotland), now owned by Halmatic, the Highlands and Islands Development Board and the local council, called in Murray Cormack Associates to prepare the new design.

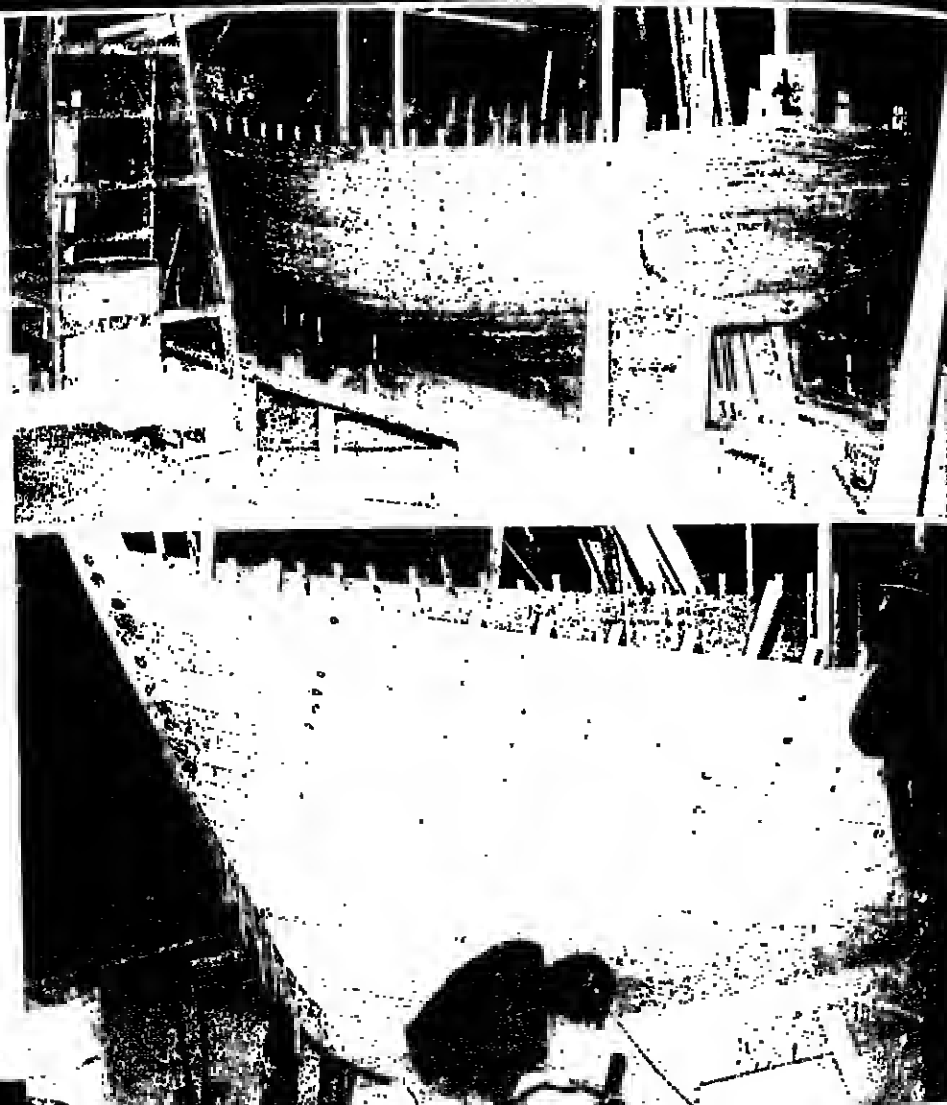
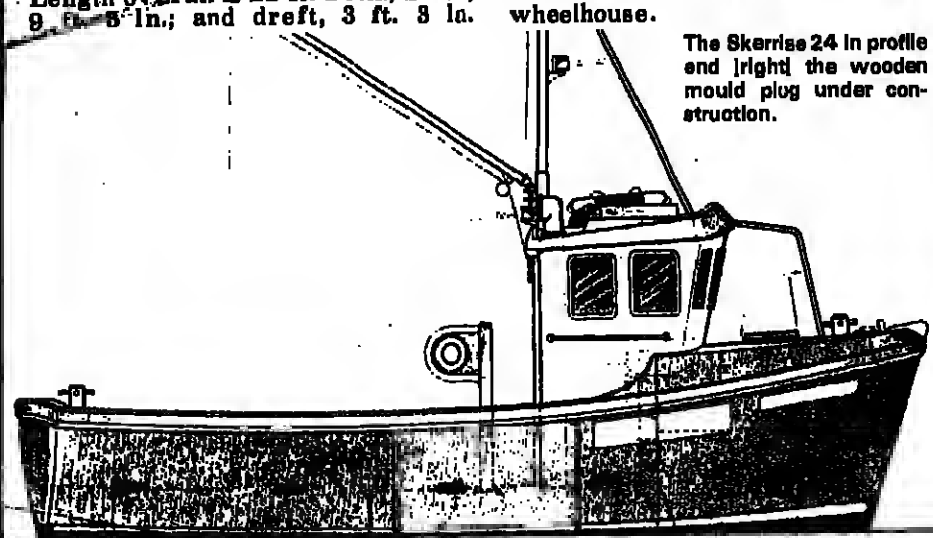
The hull on show is built of mahogany planking on an iroko backbone and bent oak frames. Length overall is 23 ft. 11 in.; beam, 9 ft. 5 in.; and draft, 3 ft. 8 in.

Displacement is 4.5 tons and speed, seven to eight knots; power range is 20 to 45 bhp.

The first Skerries 24 is for Mr. V. Cecil of Northern Ireland and will be fitted with a Lister ST3WM diesel engine of 30 bhp at 2,300 rpm. Fittings will include: cable steering, Spencer-Carter hydraulic pot hauler, Seascribe Mk.II echo sounder and Seavoice R.T.860 — 18 channel VHF.

The design incorporates a traditional approach with Scandinavian-style superstructure. A raised whaleback-type foredeck moulding is fitted to provide working headroom in the fore, while a small galley unit is available in the wheelhouse to port. The Skerries 24 will also be available with an aft wheelhouse.

The Skerries 24 in profile and right the wooden mould plug under construction.



## Training grants 'unfair'

DOUGLAS HENDERSON, MP for East Aberdeenshire, has written to the Secretary of State for Scotland asking him to take the initiative in training fishermen.

At present fishermen attending full time courses at technical colleges are paid a small maintenance grant, says Mr. Henderson.

This is a lot less than other students who are financed by the Training Opportunity Schemes and in other ways and is grossly unfair.

"For the last few months I have been trying virtually every government department to find a way to rectify this. The trouble is the White Fish Authority's income has gone down because of the lower level of fish landings and they are simply not in a position to increase the amount of money paid."

"I want the whole system changed," stated Mr. Henderson.

## Capstan to go electric

FURTHER improvements to Whitby fish market costing £2,000 have been recommended by the Harbour Committee.

The committee has agreed to provide an electric capstan to be fitted to the present manually-operated lifting davit.

The other £500 is for a variation on proposed improvements to the office premises.

## Salmon men gang up on Irish navy

THERE were angry scenes at the port of Castletownbere, West Cork, last week when local fishermen stopped the Irish Navy bringing an injured seller ashore.

Eighty fishermen gathered on the pier to prevent a sailor from the fisheries protection vessel Fola being landed after the boat had earlier swooped from Kenmare Bay, in adjoining County Kerry, and confiscated nets from three salmon boats.

This was part of the Government-announced crackdown on illegal salmon fishing. It was the first time the Irish Navy had been used to enforce fishery laws against Irish inshore salmon men.

An ambulance was unable to get on the pier and, when a launch from Fola attempted to put a mooring line ashore,

it was tossed back into the water.

The launch returned to Fola but, after local police had spoken with the fishermen, a police sergeant was allowed to bring the injured man ashore in a fishing boat. He was treated for

broken ribs sustained in a fall.

Fola then returned to sea. A fishermen's spokesman said they did not blame the Navy, but rather the Minister for Fisheries, Brian Lenihan, who had ordered the action. He added: "Mr. Lenihan

knows it is impossible for fishermen to earn a living with nets of 30 meshes in these waters and that the fishermen are being forced to break the law. When he visited the port last March Mr. Lenihan promised to make changes, but he has done nothing about it since."

Two of the boats from which nets were confiscated for inspection by Fola were operating off Durey Sound and one off Ushan, on the Boora Peninsula. Last month's sitting of Castletownbere District Court saw 24 prosecutions arising out of the alleged use of nets beyond the permitted mesh depth.

Bearsa Fishermen's Association, representing the licensed inshoremen, maintains that the main problem is caused by gangs of poachers and has suggested a conservation campaign in which fishermen and the Navy would co-operate.

It says it wants the Navy as friends, not enemies.

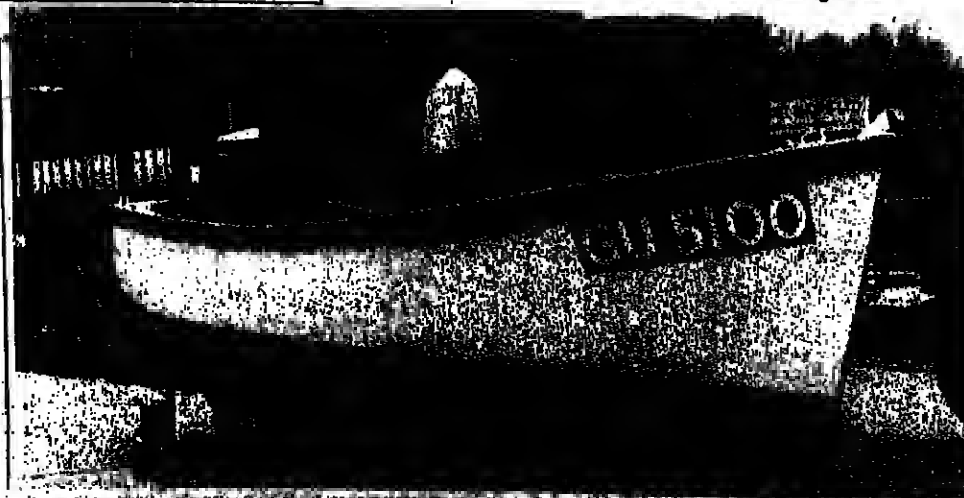
## 'Happy Hooker'

A DORSET boatbuilder has delivered the open Cygnus GM21 Happy Hooker (below) to Guernsey men John Davidson and Bob Booth.

Ross-Mackenzie Boat Building delivered the vessel by lorry and the owners immediately set about building a forward cuddy. They came to this decision after the recent bad weather in the islands.

Happy Hooker is powered by a Petter PJ2 WRMR 22 hp diesel engine driving through a Hurth 2:1 gearbox. She has a flush-decked GRP hull, electric and hand start, twin 25-gallon fuel tanks and a Westline 10 bluge pump.

Another GM21 is being delivered to West Mersea, Essex, this week followed by yet another GM21 to Berwick-on-Tweed. A GM37 for Poole skipper, Don Matthews, is being built.



## Liferafts—new law

BY JULY 1979 inflatable liferafts on British vessels will have to be fitted with a hydronic release system, as a result of British acceptance of the 1974 SOLAS Convention.

Liferafts are normally stowed by a lashing and quick-release slip, but in big barges and fishing vessels it is not always possible to launch the raft quickly.

Dunlop has brought out a new version, modified to include a "break-free" principle, but there may be problems in installing it in smaller boats because the unit is to be bolted, "direct to the deck." Small boats lack deckspace and often stow the raft on top of the wheelhouse.

Dunlop states that the unit should be bolted to the deck instead of welded, so that it can be removed for annual servicing.

It recommends that grease be used on the bolts, but it is more effective if the bolt is dipped in tar instead of grease. Grease washes away whereas tar seals the threads and the bolt can always be turned.

An alternative quick-release device currently available is the "Beaufort" Berwyn Release.

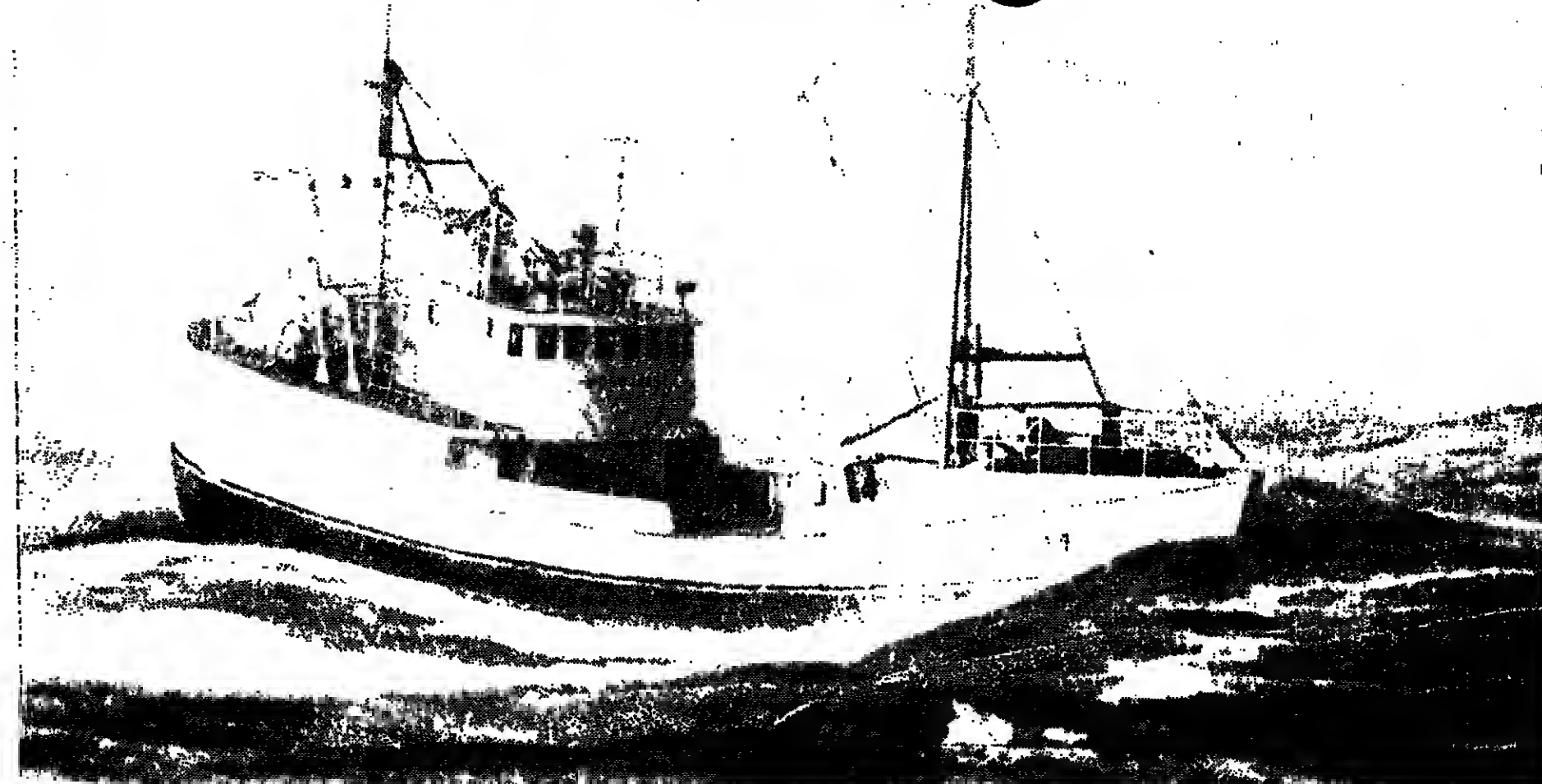
## Patrol row

EAST COAST fishermen have lodged an official complaint following claims of harassment by fishery protection vessels.

The allegations have been tabled with the Fifth of Forth Fishermen's Association which is expected to contact the Department of Agriculture and Fisheries.

Patrols off the North Northumberland and North Yorkshire coasts have been stepped up in a bid to stamp out salmon poaching. Skipper Jack Johnson of Burghmouth said they had been reports of patrol boats "steaming slowly past" and "hovering" on the coast.

# Sometimes you depend on a diesel for more than your living.



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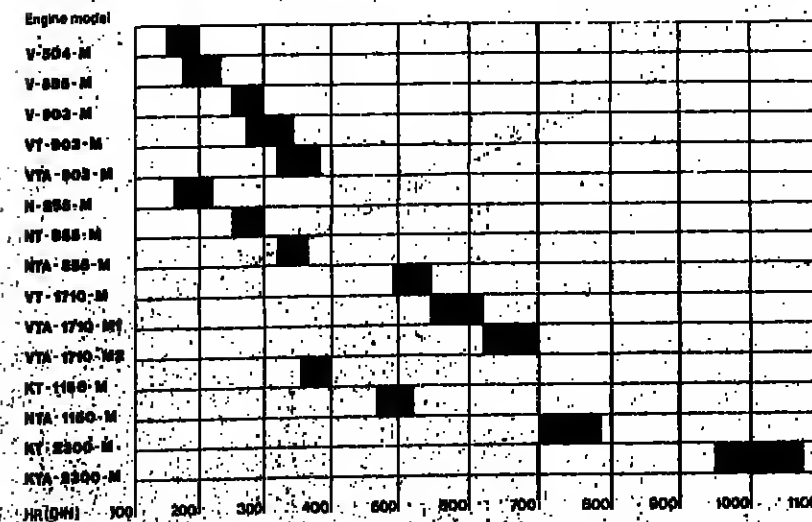
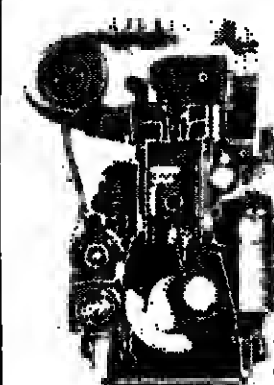
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**OYSTER GROWERS** in northern Spain are pushing ahead to expand production of this shellfish. Like many other oyster producers in Europe they find supplies of seed difficult to come by and, at present, the Spanish oyster industry is almost exclusively based on the import of seed from abroad.

At one time large quantities of seed were available in France, but supplies have been badly affected by disease and much of the French oyster seed imported into Spain has suffered a high mortality.

The combination of decline in natural production, over-exploitation and pollution of natural oyster beds in Spain, and the lack of seed oysters, seriously affected production. To help overcome this problem the Spanish Government has encouraged the development of shellfish hatcheries and about six are at present in operation.

As far as I can make out supplies of seed are not large and a number of Spanish growers have been looking to the United Kingdom for supplies of hatchery-produced seed.

The Galician 'ries' in northern Spain, which are similar to the Norwegian fjords, provide ideal conditions for mollusc culture with their sheltered positions and rich waters. Growth rates of mussels, oysters and clams are extraordinary. Northwest Spain is already a major mussel producing area — the fishery being based on growing mussels on ropes suspended from rafts.

The culture system used

for oysters is similar to the traditional method of growing mussels — the small seed oysters are fixed by netting or twine to the suspended ropes in clusters and then suspended from rafts. By this method the oysters have maximum access to water flow and consequently a good food supply.

In Spain, which has a population where the diet is heavily based on fish and shellfish, mussels and oysters form an important part of the protein intake. It might be that the Spanish success story with mussels will be repeated with oysters.

**DO LOBSTERS** suffer from disease? This question must occur to some people from time to time. From what I've read, lobsters do suffer from a number of diseases, many of them parasitic, but there are only a few of them which seriously affect the economics of this important fishery.

A common "disenno" is the blocking of the shell caused by bacteria which attacks the chitin which forms part of the body shell. I'm sure you've all

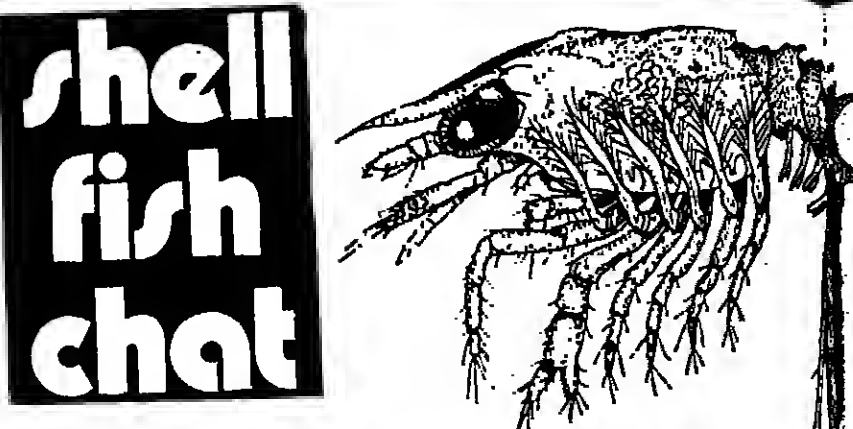
seen this on crabs — it's less common on lobsters but I've seen a few old grandfather lobsters with this blackening on the shell.

The flesh is not normally affected except in heavily infected cases when the bacteria "eats" right through the shell.

There is no cure for this "disease." It occurs naturally but it does sometimes spoil the appearance of lobsters and in our area we get paid a slightly lower price for these "blackened lobsters."

Another disease which can cause death affects the lobster's blood, attacking the coagulable and preventing clotting. The bacteria are called *Gaffkyella homari*. A recent survey has shown that it is not common in lobster stocks around the UK at present, although it is prevalent in lobsters caught off Canada and the eastern seaboard of the USA.

A small parasite called *Nicolaus ostreus* is sometimes found on the gills but this has little effect on the lobster and none on its value.



A three-day-old lobster. The larvae at this stage are free swimming and only mm in length.

I'VE WRITTEN about the lobster for crabs around the coast. The Crabs are smaller than other UK products and high quality and I've always been a fan of them, of course, always the red of Sheringham and have for many years ready market in London.

These last few years, however, several coasts have been hit by British lobsters. Most are now sold in the morning, have to drive over 100 miles delivering cases to the dock but that's all the trouble I'll take for the price we now get paid for them.

How many eggs does a "berried" female carry? I've seen several leaflets on this subject and from all accounts the number of eggs depend on the size of the female lobster. Counts show that a 10in. female carries about 10,000 eggs, a 12in. female about 20,000 and a 14in. hen about 40,000.

The eggs are dark green in colour when they are first spawned but they become progressively lighter in colour as they develop, so that at hatching some nine to ten months later, they are a pale pink colour.

Hatching takes place during the summer months. The lower larvae hatch from under the female's tail and float away, the female taking about two weeks to hatch her entire brood.

When the larvae emerge from the eggs, they are shrimp-like in appearance and about one-third of an inch long. They swim near to the surface of the sea and swim freely in the plankton for four to six weeks. Of course, during this period the larval lobsters are an easy prey to a host of fish and other predators — the lobster being a cannibal at all stages in its life.

In addition to being eaten by the young larval lobsters, while living near the surface

of the sea, are affected by tides and currents which can disperse them to areas where they cannot survive. At the end of this phase the surviving larvae, now about two-thirds of an inch long and looking like the adults in every way, except size, settle to the sea bed and hide in the rocks or gravel.

How many of the larvae released from the eggs of a berried female survive to settle to the sea bed? Most estimates suggest that fewer than 0.1 per cent — one in a thousand survive. This brings up the old argument of the value of protecting "berried" lobsters. Makes sense to me!

**PRE-PACKED** frozen lobsters from Canada might soon reach some supermarkets in this country. At the Associated Fisheries of Canada Ltd. plant at Shipnoga, New Brunswick, they process crab and lobsters worth over £4 million.

One of the Associated Fisheries' products which could receive interest from UK restaurateurs is pre-packed, portioned, in-shell frozen lobsters. As anyone who has supplied this market knows, restaurateurs like small, accurately-sized lobsters so that they can serve a standard size, accurately priced portion to their customers.

The Canadian company has found a way to package these small lobsters in tubes of netting.

This involves shooting "folded-up" lobsters into a section of net, by an air-blast, which is then heat-cut and sealed ready for freezing and packing. Sounds a novel idea to me — and we need a few more ideas on the marketing of shellfish.

**TRAPPER**

## Scad survey off Ireland

**BORD Iascaigh Mhara (BIM)** is assessing the stocks of seed or horse mackerel off the Irish South Coast. Irish trawlers is not a fish frequently caught by could go high on the list of alternative stocks to work in the coming years.

The EEC says that 275,000 tons of horse mackerel are available annually in all EEC waters, but this is purely a guess.

industry maintain its price levels and ease the marketing situation.

I've heard of some Norfolk crab fishermen who, after going to see at three and four in the morning, have to drive over 100 miles delivering cases to the dock but that's all the trouble I'll take for the price we now get paid for them.

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**TRAPPER**

Landing crabs at Cromer — catches this year have been good but because of soaring transport costs most of them are now being sold in the Norfolk area.

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**TRAPPER**

**50  
years ago**

Recalling some of the stories which appeared in our columns this week 50 years ago.

**JUNE 16, 1928**

**NEW** landing rules at Fleetwood mean that any trawler arriving at the port when high water is later than 8.30 in the morning should be held over until the next day.

**A NEW** fish meal factory has been proposed by the Alphos Co. Ltd. The firm has applied to Grimsby Corporation to build the factory in Pyawipe Road.

**TWO** barges being towed off La Hays, Nova Scotia, full of fish sink taking tug with them. The crews were all drowned.

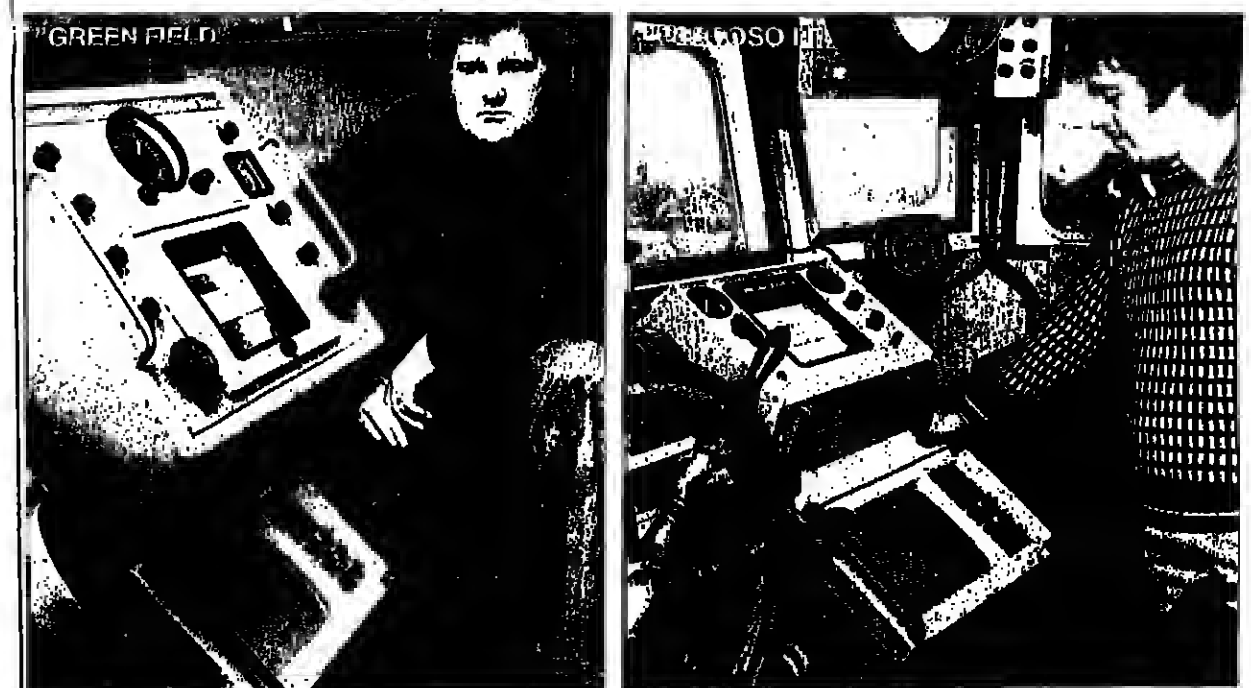
**PETITION** presented to the Fishery Board for Scotland by Cookensie fishermen for sanction to engage in seine net fishing over part of the Firth of Forth.

**STEAM** trawler *Amethyst*, built for the Kingston Steam Trawling Co. of Hull, is launched from Cook, Welton & Gemmell's yard at Beverley. She is the 15th new trawler added to the company's fleet in the last four years.

**ADVENT** of fishing Icelandic grounds from Fleetwood means a big extension for the Fleetwood Dried Fish Co. — probably already the largest curing house at Fleetwood. Local authority passes plans for the new factory.

## The all-rounders

Simrad SQ4 and SL sonars together with the new CQ Sonar Scope offer: ■ Long range detection ■ Excellent definition of MACKEREL, HERRING, PILCHARDS and SPRATS.



It has been said that mackerel could only be seen on high frequency sonars. This has been proved wrong, particularly by Mr. Tom Stevenson of 'Green Field' and Mr. Alan Nicholson of 'Peacock II'. The skipper of 'Green Field' and 'Peacock II' were also among the first to detect mackerel on their SQ sonars at 1200 to 1750 m. and other fish at the full 2500 m.

Mr. Stevenson (SQ sonar) is very impressed with the large CQ scope. Its memory store gives a steady picture, making it easier to determine the size, shape and direction of the shoal. "A lovely picture," he said, "a big advance on existing scopes. It gives good returns at 2500 m., with mackerel at 1250." He also liked the master/slave facility and very short ranges provided.

Mr. Nicholson was the first to try out a modification to the SL sonar which greatly improves fish detection, especially mackerel. "I'm very pleased with this," he said "I'm getting mackerel at 1500 m. by day and 500 by night." He was also delighted with the new CQ scope, particularly the definition, master/slave facility which saves paper, and the offset arrangement.

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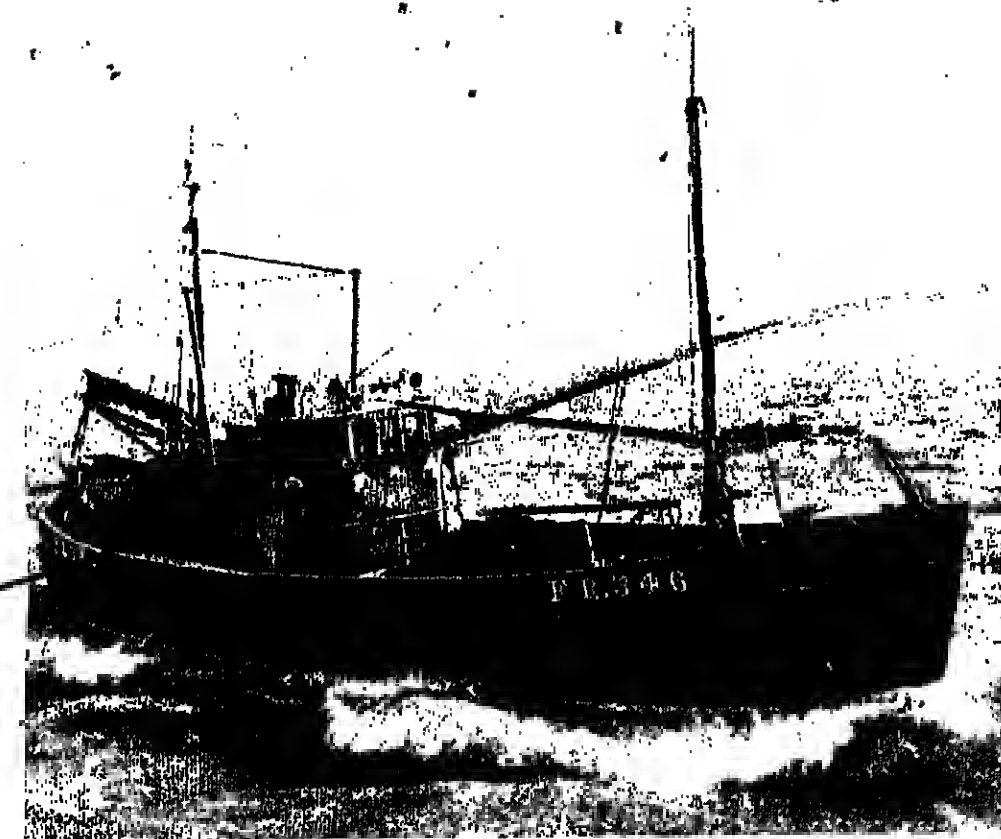
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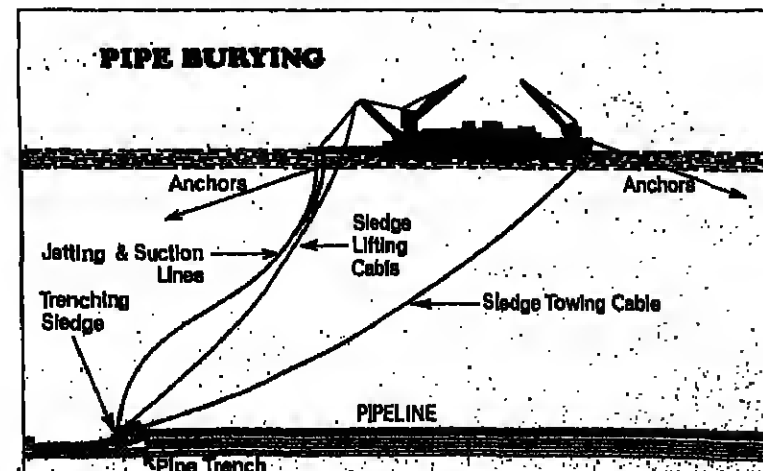
But Scotland's fishermen already face increasing problems and we in the oil industry are making sure we don't add to them.

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Oil sea pipelines are buried to prevent them hindering trawling operations.



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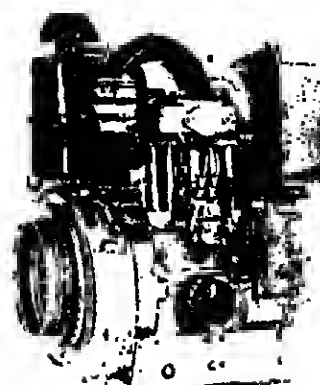
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# The fight to get up steam at Aberdeen

ONE HUNDRED YEARS AGO few could have visualised the scale on which white fishing from Aberdeen would develop.

The sailing trawler fleets which had brought such spectacular affluence to the notable east coast ports of Scarborough, Hull, Grimsby and Lowestoft in Victorian England had bypassed the granite city and, indeed, the rest of Scotland.

The cumbersome beam trawl was considered by Scottish fishermen the most nutritious method of catching fish ever devised and the allegations of its ruthless operation were many and varied.

It seemed unthinkable, with such hostile opposition, that within the next 25 years Aberdeen would emerge as the principal trawling port in Scotland and host three of the finest trawler building yards in Britain.

Yet the history of fishing at Aberdeen always was chequered. In the middle ages pollock catches of salmon were cured and exported to England and Europe and, for a while, whaling was a prominent industry.

An early 19th century historian said that, in his day, most of the fish eaten in Aberdeen was brought in from nearby villages because the local fleet of open boats, mostly at Footdee, was too

small to supply the needs of the city.

In the 1870s Aberdeen had recovered sufficiently to be Scotland's second herring port after Fraserburgh.

Apart from this seasonal work, the close-knit fishing communities at Footdee and Torry — as at the myriad of small Scots coastal villages — mainly worked the inshore grounds with hand lines for haddock, whiting and codling as they had done for centuries.

It was a precarious existence and life was a gamble at the best of times. Until well into the 1880s hardly any of their frail open boats, seldom over 40 ft. long, were decked or even half-decked; crews were constantly at the mercy of the elements.

During the eight-week early summer herring season the men relied on oars and sail to track the fish and bring them back to port. Frequently the shoals were so far out that the fish had perished before the fishermen returned to port.

The only way to sell the fish was for the fishwife to hawk it in a creel on her back around the streets of the Aberdeen district. Most of the women lived off their wits, constantly haggling over the price as they went about this onerous task.

Scottish fishwives had amazing strength and a staggering capacity for work, thinking nothing of carrying a heavy creel for 16 or 20 miles in a morning before returning to bolt up the "guidman's" lines.

Generally they were tall, elegant and good-looking women who ruled their menfolk's lives — and kept a tight grip on the purse strings. They had a reputation for blunt speech, yet were the most devoted wives.

Several early attempts had been made at Aberdeen to introduce the beam trawl, before it was 'outlawed', but they had all failed. In 1871 Aberdeen Council voted to give a fisherman from Hardapool whose attempts to trawl for plaice in Abardaan Bay failed miserably.

Later, in 1886, a 70 ft. vessel was prepared for deep-sea trawling, but the Footdee men refused to co-operate and the scheme fell through. Shortly before 1880 the converted smack *Rob Roy* did make a success, yet this venture was doomed because the railway had not yet reached Aberdeen to provide a regular outlet for the fish.

Then the former herring vessel *Deacon* failed due to inefficient gear, whilst the 17-ton smack *Cheliser*, with a seven-man crew for deep-sea trawling, never even got going when the trawl disappeared. Fate, it seemed, was set against trawling from Aberdeen.

The Dogger Bank was too distant for a deep-sea sailing trawler and, with no alternative grounds for 30 miles seawards, the three-mile limit, efforts to proceed with experiments were called off. This was much to the delight of the Torry and Footdee fishermen.

But the armadas did not halt. Further south, at the notorious fishing port of Lowestoft, the armadas

succeeded where everyone else had failed. He acquired a 424 ft. beam trawl and nets and then, on the pretence of going lining, came up with the railway had not yet reached Aberdeen to provide a regular outlet for the fish.

It was fish the liners seldom ever caught and it found a ready market. Others forsook their resentment of the beam and followed suit, usually for vastly improved personal gain.

The news spread like wild-fire and, by 1872 the first sailing beam trawler had reached Aberdeen and was working from Aberdeen on the same inshore grounds as the fishermen even though they caught different fish.

Gradually a tiny fleet built up, but it was a terrible struggle for the pioneers, with hauling, hooking and even hauling. They were accused of all manner of crimes.

continued on page 28

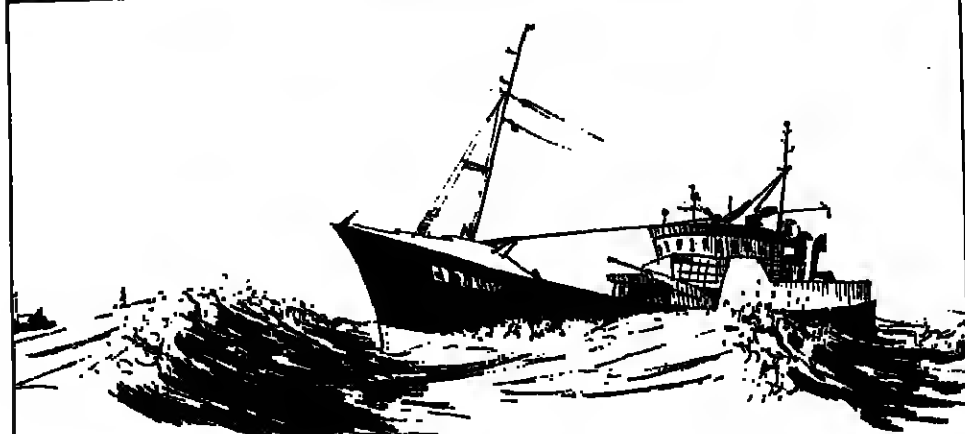


Above: *Dunkin* — the first Aberdeen coal burner to convert to oil. Others soon followed her and steamers were doomed.

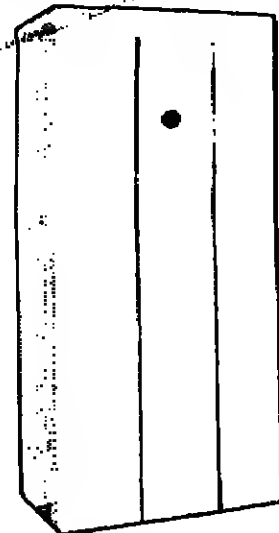
Below left: line caught haddock on Aberdeen market.







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The early screw tugboat *Bonito* shortly after being built at North Shields. The vessel was towed down by Aberdeen's steam tugboat syndicate in 1881 in favour of the work.

# Steam

Continued from page 27

sorts of misdemeanours, including the destruction of spawn, taking immature fish, destroying the herring fishing and, with some faun- dation, cutting through the lines and salmon nets of the Fothergill and Torry fishermen.

Only the demand for their prime fish and the interest in trawling by several influential Aberdonians sustained their efforts.

The 1870s were also an eventful decade for trawling in England. In 1877 George Purdy had rigged up his paddle tug *Messenger* with a beam trawl when the towing business was slack on the Tyne and set off to catch fish amid massive abuse. Purdy made £7.10s. from the maiden steam trawling trip and picked up a five into the bargain from a chance tow as he headed back to Shields.

Less than a year later well over 50 paddle tug-trawlers were making good money fishing the north-east coast mainly from Scarborough, North Shields, Newcastle and Sunderland.

They worked close to the shore where the grounds were far too rough for the conventional sailing trawler. Gradually they spread northwards along the coast.

In 1880 the Infoclan spread to Aberdeen when the iron paddle tug-trawlers *Florence* (SD 265) and *Rayel Duke* (SN 1290), both belonging to Mr. C. Douglas of Sunderland, arrived to fish for a spell in Aberdeen Bay, from Collieston to Muchalls.

Again the Fothergill fishermen gave them a far from cordial reception, but the interest from the businessmen of the 'braff town' bordered on the ecstatic.

The next year the iron screw tug-trawler *Bonito* (SN 1188) was brought up from North Shields for a season with the understanding that, if successful, a deal would be put through. But *Bonito* was ahead of her time and, despite the crew, at the end of her trial she reverted to a tug and was sold to owners on the Thames.

Ironically, two years later, Thomas Walker and Daniel Meats brought her back to Aberdeen, reconverted her for trawling (A 98) and she gave many years of useful service to the industry under Captain Crombie before sinking off Newburgh.

It was now no longer a question of if steam came — the only uncertainty was when. Already paddle tug-trawlers had footholds around the Forth and as far north as Montrose. In 1881 a dreadful gale spread disaster through the flimsy fleets of open boats and many lives were lost. This undoubtedly hastened the trawler's arrival.

An 11-strong syndicate of potential steamboat owners had been formed at Aberdeen in 1880. They decided to delay no longer. The 11 were Robert Brown, Robert Bowman, John Macleay, Andrew Craig, George Collio, Alexander Collio, Frederick Harrison, John Motthew, William Smith, William Morrison and William Pypor.

It was decided to invest in a paddle tug-trawler and, after one abortive trip to the Clyde, a deal worth £1,650 secured the clinker-hull wooden paddler *Tailer* (A50) from Dublin in February 1882.

Built in 1875 at Wilmington Quay, *Tailer* was 101 ft. long (fairly large by contemporary standards), had a gross registered tonnage of 118 tons and was powered by a simple 50 hp steam coal burning engine.

A scratch crew sailed her up the Caledonian canal and, after a refit, *Tailer* made her first commercial fishing trip on March 23, 1882, complete with beam trawl. She was under Skipper William Watson and a six-man crew. This included her Dublin engineer, Mr. J. O'Connor, and two firemen.

The maiden produced three boxes of 'haddies' which fish factor, and later renowned trawler owner, Thomas Davidson picked up for £1.17.

Once Jimmy Guyton from Yarmouth had signed an as 'first fisherman', *Tailer* went from strength to strength making over £3,800 in her first year. This enormous sum enabled a 100 per cent dividend to be paid out to her partners for the year (which was never repeated) and left £528 15s 8d to split amongst the crew. One point of interest was a six-monthly bill of 22s 6d for natural ice!

*Tailer*, whether fishing in the Moray Firth or just off Aberdeen, usually left in the afternoon, fished through the night and landed her catch at the rather inadequate wooden pier at Point Law the next morning.

At the end of 1883 William Pypor estimated there were 20 steam paddle tug-trawlers working from Aberdeen. Several like *Dervent*, *Accord*, *Fairweather*, *Granite City*, *Star-o-Tay* and *Conatgoord* (A 612) were also Aberdeen-owned, but there were also regular visits by Leith and Granton steamers like *Sou King* (GN 1).

She accompanied *Tailer* in to Aberdeen on Saturday, March 25, 1882, with some 30 boxes of fish when bad weather was restricting the liners to about 4 or 5 net o'clock.

Other regulars were the Aberdeen-owned, but Shields-registered, paddlers such as J. T. Wilson's *P. Reynolds* (SSS 288).

In May 1882 fish auctions were introduced mainly due to the large volume of fish brought in by the steamers. This confirmed the view of the fishermen at Fothergill and Torry, as their patient labour could now muster only a few dwindling baskets. Surely, the steamers were taking all of the fish out of the sea.

In a bid to avoid ruin and starvation they appealed to the Lord Provost, Peter Budge.

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mont, for protection. His answer was brief and to the point. "Go and do likewise; the sooner you are in steam the better."

Oddly enough the fishermen's main spokesman, one Thomas Walker, took this advice and later founded the Walker Steam Trawl and Fishing Co. which only went under quite recently.

Walker's example — and the frank counsel of the Lord Provost — went largely unheeded and the animosity between the trawlerman and the line fishermen produced a number of ugly confrontations which frequently developed into free-for-all brawls.

Finally, the authorities outside Aberdeen stepped in and during September 1883 a Royal Commission arrived to investigate the claims by the line fishermen that the trawlers were endangering their livelihoods.

The commission came to the conclusion that trawling was not the sole cause for the decrease of fish in inshore waters, but it did recommend that powers be given to the Scottish Fishery Board enabling it to frame by-laws for the regulation of beam trawling within the three-mile territorial limit.

It was a clear victory for the trawlers and, in the years ahead, the acrimony petered out as men like Daniel Macneil and John Brown (the Sir John Brown of Ballin), who had strangely campaigned against the trawlers, now backed the inshore industry and rose to fame and fortune as trawler owners.

No time was wasted on September 17, 1883, when *John Star* (A 393), Aberdeen's first iron purpose-built steam trawler, slid down the slipways of Aberdeen's John Duthie, Son & Co. as yard number 14. Built primarily for the use of William Pypor, *John Star* cost £3,550 and, although not completely seaworthy, repaid this investment handsomely with

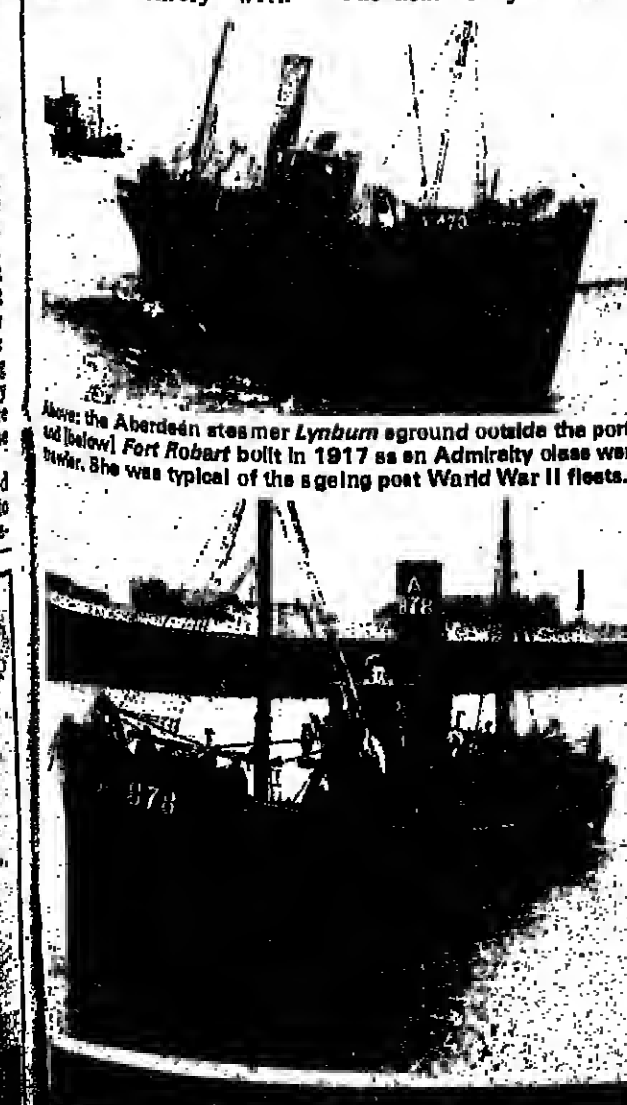
grossings of over £48,700 in her first eight years at sea. For a time she was the flagship of Pypor's red-funnelled North Line Fishing Co. before being sold to Cardiff, where the pioneer trawler was converted into a tug and renamed *Primrose*.

*North Star* was 101 ft. long overall, of 126 gross tons and had boilers and a two-cylinder compound engine of 62 hp by Hall, Russell & Co. Ltd. Less than an hour later, in the same yard which had launched *North Star*, a near-sister screw trawler named *Gipsy* (A 612) also took to the water for George Leslie of the Leslie Steamship Co. of Aberdeen.

Thus started the prosperous industry of trawler building in Aberdeen with the four main yards of John Duthie, Alexander Hall, Hall Russell & Co. and, from 1918 onwards, John Lewis Ltd.

In these halcyon years for steam trawlers between 1900 and 1914, no less than 522 vessels were built at the three early Aberdeen yards. And with most of these boats joining the inshore fleets, now trawling was being turned out at an average of one vessel every 10-15 days.

The next few years were



After the Aberdeen steamer *Lynburn* aground outside the port (see below) Fort Robert built in 1917 as an Admiralty class war trawler. She was typical of the going post World War II fleets.



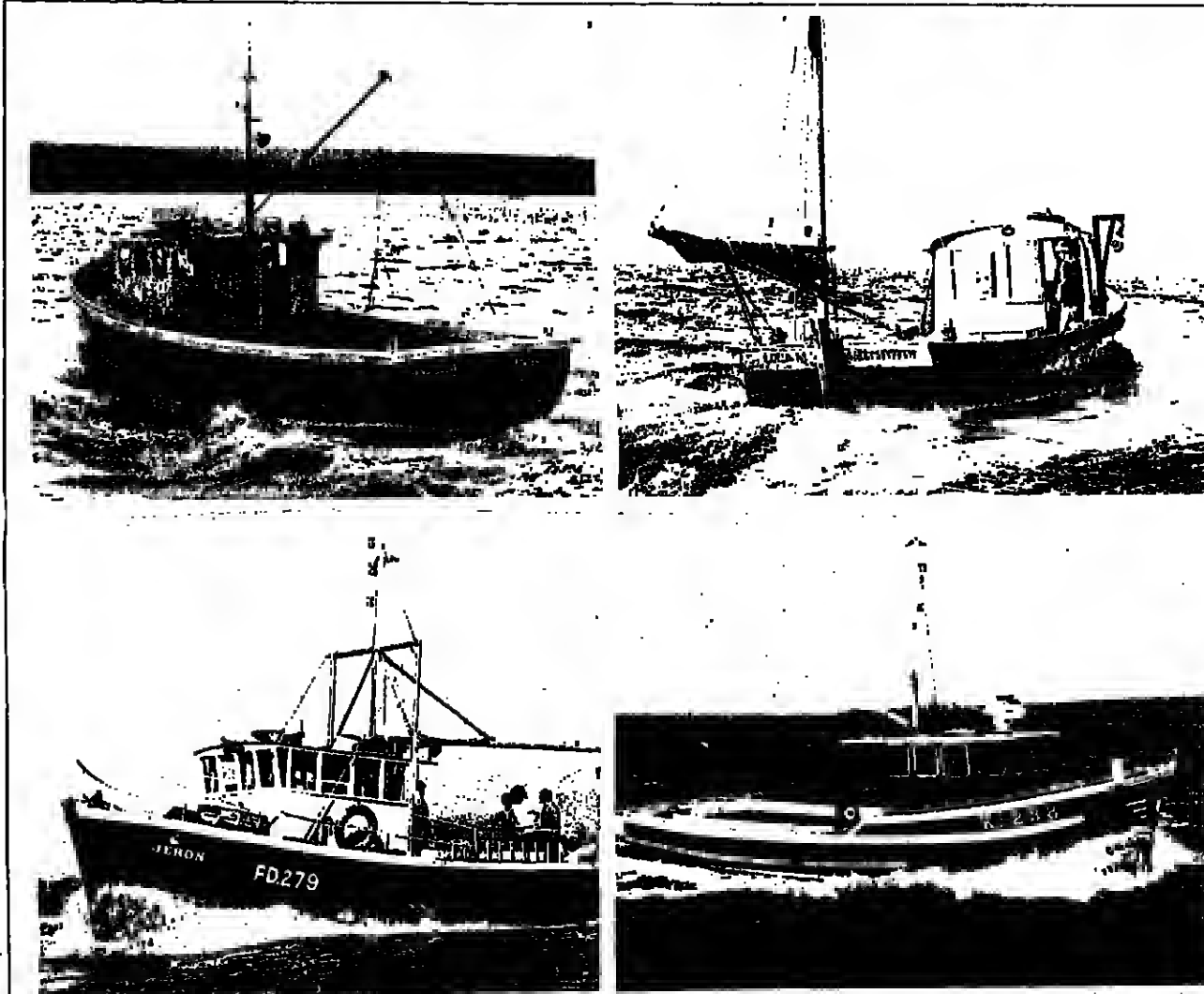
more marked for their spirit of innovation rather than new tonnage. Potential Aberdeen owners scoured the seaports for suitable tugs and even screw-driven yachts like *Skart* (A 697) and *Torfrido*

were bought up for conversion. Only the screw steamer *St. Clement* (A 70) was added as new tonnage in 1885 to the order of Thomas Walker before building trawlers on a

regular basis got underway again in 1888. This was when Thomas Walker's second new vessel, *Maggie Walker* (A 259) from Alexander Hall's yard, got things moving again.

Continued on page 30

The Scarborough paddle trawler *Flying Squall* (SH 98) closely resembles *Tailer*.



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# Steam

continued from page 29

This gap was due in some ways to the diminished profitability of some of the older tugs and not through overfishing, as the North Sea was still largely untapped.

Quite a few of the tugs had seen better days and profits earmarked for new building programmes were swallowed up on costly repairs. Overhauls were high and servicing such an expensive business that breakdowns were a fairly common occurrence.

Even *Toller* ended 1885 over £1,000 in debt for repairs and was sold for £700 to cut her losses.

Two years later, in 1887, *Toller* sank through boring a discharge pipe whilst fishing in the Moray Firth. Quite by chance, shortly afterwards, Pyper's successor *North Star* trawled up *Toller's* huge oak beam trawl and brought it back to Aberdeen.

This trophy, much overgrown with ivy, was still in existence before the last war in the grounds of Hillhead of Pittodrie, the former home of Bailie William Pyper. It is possible that it could have survived until 1978.

It was during the 1880s that close links with North Shields were forged and, as many a Tyne paddler like *Bosphorus* (SSS 278), *Rebecca* (NE 15), *Prince Consort* (SN 32), *Victory* (SN 1407) and *William Dodds* (SN

Coaling a paddle tug-trawler. Note the gilson on the mast which was used for manoeuvring the cumbersome beam trawls.

1493) did regular work from Aberdeen, owners like Irvin and William Hall Dodds built up considerable interests at both ports which were to last for generations.

In 1888 the Aberdeen Ice Co. began with a daily output of 50 tons of crushed ice. It was followed in 1890 and 1891 by the North Eastern and Bon Accord ice companies. Other shore developments included the construction of the present fish market at Albert Quay in 1889.

It was a sound and interesting investment for conditions at both the wooden discharging jetty at Point Law and at the old market, which stood at a site on the old LMS goods depot, were badly run down.

The north side of the Albert basin, on land belonging to the Harbour Commissioners, was chosen after a plebiscite among fishermen, shore workers and owners which ended up 407 to 44 in favour of the north bank over the south.

The design was based on the recommendations of a four-man delegation which visited all the major fish markets to the south and in England. At the time (1887) there was a big outcry over

public spending and the famous foursome of the radoubtable William Pyper, James Welker, Bailie Daniel Mearns and Councillor John Morgan (a builder) earned the doubtful accolade of the 'most frugal four' that ever went from good old Bon Accord at the call of public duty.

Epitomising the careful Scots, they perched their expenses to the bone travelling everywhere by 3rd class

railway and at night to avoid hotel accommodation!

When the delegation arrived unheralded at Grimsby on a bitterly cold December morning, they were even refused admission at the old dockside Royal Hotel because of their motley appearance.

The fish market was opened at 8 a.m. on May 20, 1889, where the North Shields-registered trawler *Lily* (SN 50) was the first to be unloaded. The trawler which clinched

the first deal when the market began auctions at 8 a.m. was *North Sea*, belonging coincidentally to William Pyper.

The improved market paid from its inception and dues collected in the first year were £1,313 15s. 6d. As trade increased so the facilities were extended jointly by the harbour board and the town council.

In 1889 the closure of the Moray Firth to British

trawlers came as a severe blow to Aberdeen. It was the virtual death-knell of the inshore paddle tug-trawlers. Trawlers began fishing further afield and trawling design was adapted to accommodate the two-week trips to Faroe and even Iceland.

The most popular North Sea grounds proved to be the Great Fisher Bank and then northwards past Tod Head to Muckle Flugga, as well as westward of Orkney and

Shetland. But there was one unexpected surprise and this was the emergence of the steam liner.

Richard Irvin set the pattern by bringing up *Hibernia* (SN 150), *Northumbria* (SN 188), *Orada* (SN 174), *Scotia* (SN 188) and *Bernicia* (SN 203) from North Shields early in the 1890s and, as a result, there was a fairly substantial building programme of Aberdeen steam liners. This was in addition to very considerable investment in steam trawlers by local owners.

The introduction of the steam trawl by Scott of Grimsby in 1894, was another milestone for Aberdeen, as it at once produced a great increase in the catching power of the steam trawler.

By 1900 the trawling industry was so well established at Aberdeen it had swallowed up a few steam screw trawlers from Fraserburgh, Paterhead and Montrose which had attempted to get trawling going from their respective ports.

In addition, Aberdeen boasted two fleets of steam herring drifters, the largest being the old *Steam Herring Fleet* Ltd. which already had a 18-strong fleet with names all beginning with the prefix 'Glen'. Then there were the oil boats and, finally, the steam liners.

Some 94 steam vessels were registered at Aberdeen in 1900 and, with the big contingent of North Shields steamers and regular visits from Granton, especially by the trawlers belonging to the General Steam Fishing Co., Aberdeen's fleet was limited to well in excess of 125 vessels.

General was Scotland's oldest trawler owners, but does anyone remember their funnel colours as they were still in business up to the 1930s?

Coning the fleets was a real headache as the numbers multiplied. Aberdeen trawlers always burnt English coal, so the establishment of the Aberdeen Coal Co. late in 1900 was very timely. It still exists today as the Aberdeen Coal and Shipping Co. Ltd. at its premises in Market Street and, after almost 78 years of running colliers between Aberdeen and the Tyne, it has shifted millions of tons of bunker coal.

During its first year the firm shipped in 90,000 tons and, by 1910, this figure had reached 155,000 tons and was still rising. 259 steamers were registered at Aberdeen in 1910 and there was also a big trade in German steamers which often landed fish at Aberdeen.

When the Great War broke out in 1914, the stream of brand-new tonnage and useful secondhand vessels had reached a peak of 286 steamers. Although this figure was nearly matched in the late 1920s, the fleet by then was ageing and could not equal the affluence and industry of those pre-war years when Aberdeen could rival the best.

Looking back over those Edwardian and Victorian years, the multiplicity of different owners is staggering. Several, like the old Aberdeen Steam Trawling & Fishing Co., with its huge fleets of 'Strath' vessels, are well remembered — and the Don Fishing Co's 'Brocon' trawlers survived until well

after the Second World War. But only a few of those pioneers like Irvin, which took over the old North British Co. around 1907 with its big fleet of 'Ben' boats (even pinching its funnel colours), are still with us.

But what of William Pyper's North Line, Bookless Brothers, Robert Leing, Davidson & Sheritt, Captain Burns and Stroud's and Nuttall's?

On the company side there were the Eastern Union, East Coast, United, Dodde, Empire, Red Star, Bonaccord, Loch Line, Aberdeen Icelandic, Vale of Leven, Northern Ocean, Dea, Wetherly's, Standard, Balgownie, Tullos, Foyers, Craig, Eva, Rubislaw, Donnachaidh, Silver City, Colodion, Grampian, Shire and Rose, to mention but a few.

All respectable going concerns, some large, some small, and now all shrouded in the mists of antiquity.

It was through their ceaseless efforts that Aberdeen literally came from nowhere to rank as the third most important port after Grimsby and Hull. As well as trawling, herring drifting and line fishing also flourished.

The big deep-sea liners, known as great liners, fish as far afield as Iceland for cod, blue skate, halibut, ling and large haddock, and off Greenland for monstrous halibuts.

Between the wars there was a move to more private ownership, and considerable anxiety was felt about the future of Aberdeen when new vessels were not added as they should have been.

Those which survived the last war were mostly decrepit

continued on page 32



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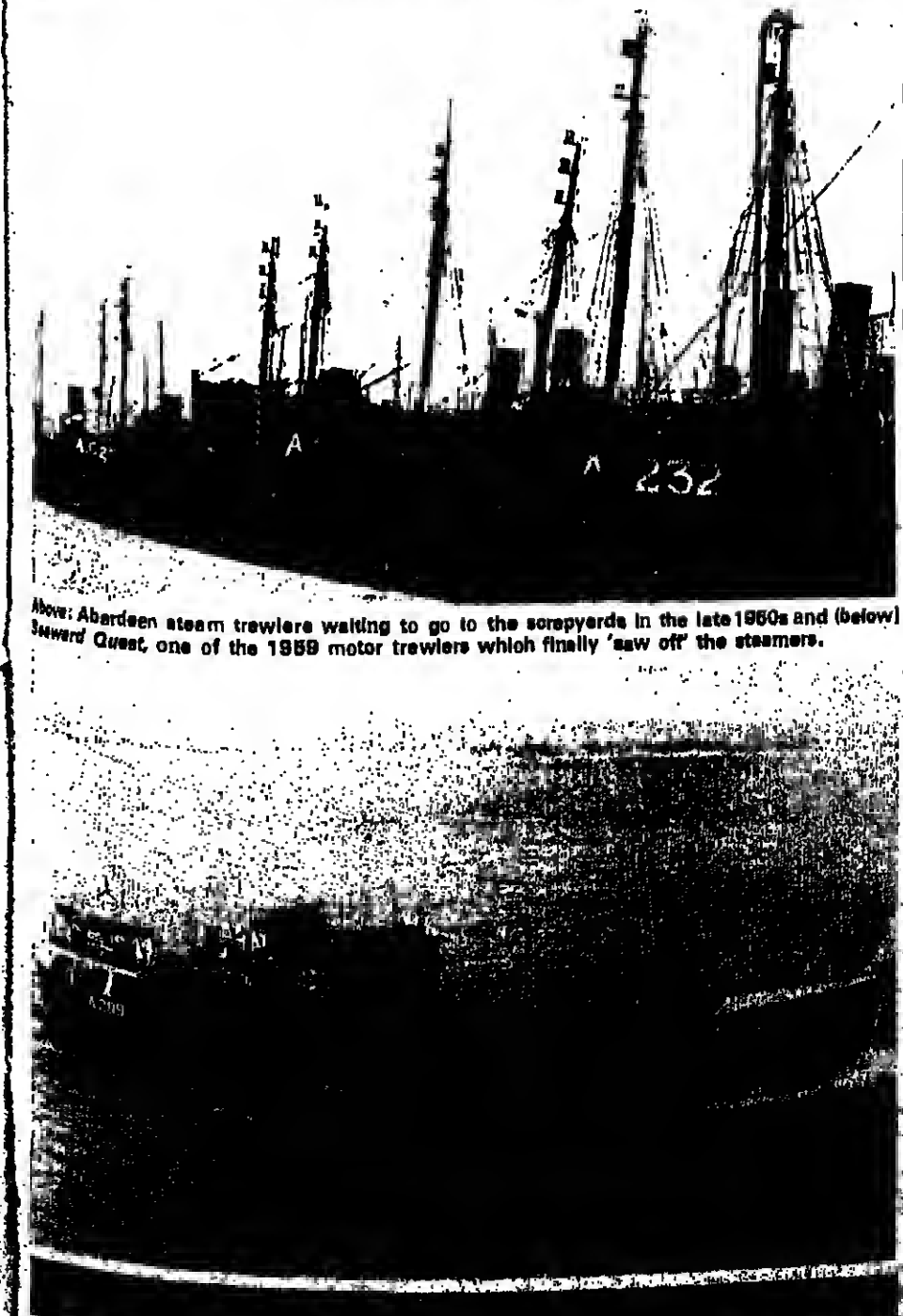
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## Wesmar news

### WESMAR keeps dragger away from hang-ups

George McMurrick, Jr. is a shrimp out of Ilwaco, Washington on the U.S. West Coast, and owner of three boats, the BLUE MAX, the LISA ROSE and the MASTER CHARGE, all equipped with WESMAR SS180 scanning sonars.

"I use the SS 180's mainly for dodging rocks, to stay away from hang-ups," McMurrick said. "It gives me the confidence to drag right up to the hang-ups and the ability to pull out before I snag."

"Not long ago we went up around Victoria Island, British Columbia. We'd never been in the area before. We just turned on the sonar and found a spot with fairly clear bottom and started dragging away. Without the sonar, we would have never dared to go into an area we didn't know, but with them, we knew right where the clear areas were. We plugged the holes in three days," McMurrick said.

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"I'd say the sonars pay for themselves in a season, just by keeping us out of trouble. There's where the sonar saves me money. If it keeps me from hanging-up just a few times, then I feel it has paid for itself," he said.

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"With the SS180, I have the confidence to drag anywhere and know I'll stay out of trouble," said George McMurrick, Jr., owner of three shrimpers.

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On board the EL SAUZAL for this training session and early season fishing trip were Nathan Roudy, WESMAR Vice President Marine Sales

and Peter Raab, WESMAR Representative for Mexico. The vessel left Ensenada, Mexico at twilight and proceeded south along the Pacific coast for 40 miles.

At 2 in the morning, the WESMAR scanning sonar located a school of anchovy 400 meters from the EL SAUZAL. The captain monitored the school on the sonar determining that it was quite large and dense. Using the sonar he moved alongside the school, made his set, and hauled in 145 tons of anchovy.



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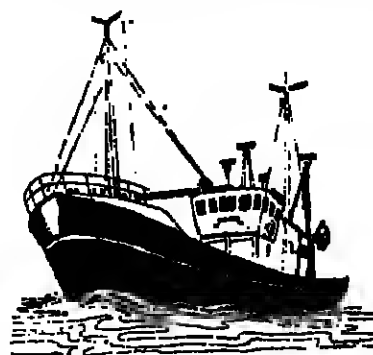
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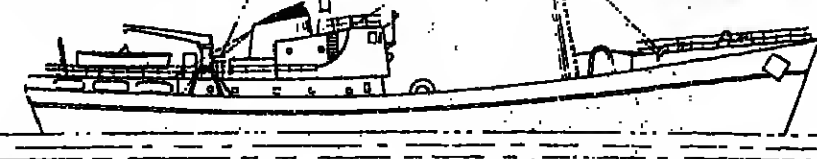
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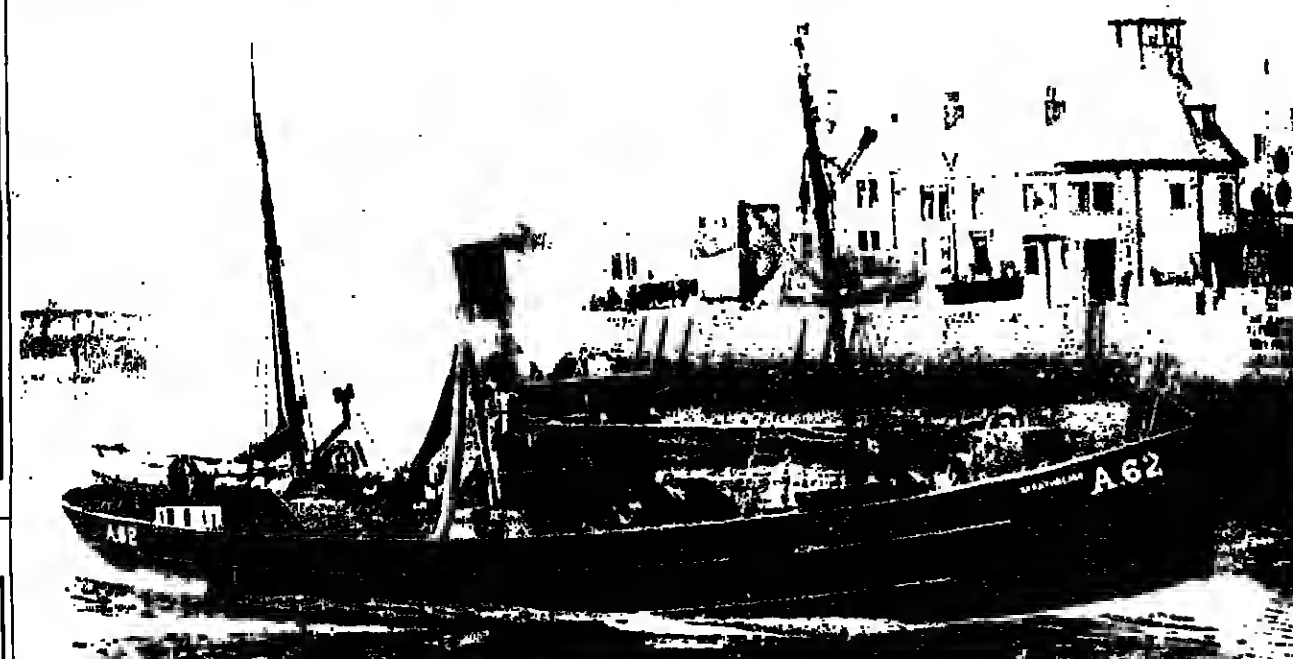
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Continued from page 31  
and worn, whilst many a one-  
time deep water goddess was  
reduced to an existence of  
"scratching" on the near water  
grounds for a meagre living.  
In 1950 the port owned 180  
steam trawlers and 34 greet  
liners, but greet lining was on

the decline. As belt prices  
spiralled, it became in-  
creasingly difficult to find  
that special breed of skilled  
fishermen willing to undertake  
the spartan work it involved.  
In 1954 the coal burner  
Dunkin (A 43) was the first  
Aberdeen steamer converted

to oil burning. At first it was  
thought unmythical of the more  
modern vessels could carry on  
for years after such conver-  
sion, but once Aberdeen's  
owners embarked on a  
rebuilding programme of  
modern middle and near  
water vessels, seldom over

115ft, the steamer was per-  
manently doomed.  
In 1966 Aberdeen's last oil-fired  
steamer, slipped quietly from  
the port on her last trip, and  
severed Aberdeen's often  
stormy 84-year-old romance  
with steam.



**Steam**

Above: *Strethglass*, built at Leith in 1919, ran out of steam in the  
1980s, and below, *Mount Royal*, built in the mid-50s, later  
assumed the role of the steamers.



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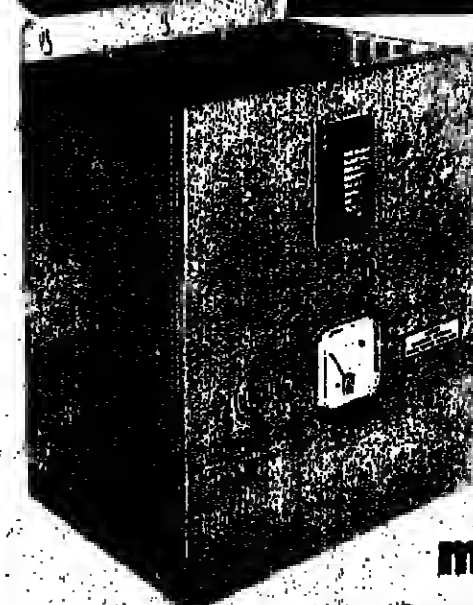
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# BRITISH FREEZERS AT WORK IN AUSTRALIA

THREE BRITISH freezer trawlers involved in a joint venture are beginning to make their mark in Australia. Up to the end of May two of the trawlers, *Othello* and *Orsino*, had landed nearly 1,000-tons from three trips. Along with *Cassio*, the trawlers supply a new \$1.5 million processing plant in Albany as part of an operation involving British United Trawlers and two Australian firms.

Sited on a 60,000 square metre waterfront location in Albany, the factory is one of the largest and most modern fish processing plants in Australia.

It covers 2,500 sq. m. and is equipped with one hand and two mechanical filleting lines. With more than 1,000 metric tons of refrigerated storage, it is capable of handling 10,000 tons of fish a year which can be doubled in the future.

Fish is processed and packed in the Albany factory which has been built to Australian export standards. Initially, processed fish will be sold in Australia, but ultimately the company — Southern Ocean Fish Processors Pty. Ltd. — hopes to develop export markets.

More than 20 species are caught in the Great Australian Bight by the three stern trawlers which supply Southern Ocean Fish Processors' Albany factory.

The main species are: Right redfish (*Trachichthys gervardi*), morwong (*Nemulactylus macropterus*), deep sea flathead (*Neoplatycephalus speculifer*), gonifish (*Hexacanthus*), queen snapper (*Nemadactylus*),

spotted boarfish (*Zouclitius eleutheri*), leather-jacket, jack mackerel (*Trachurus declivis*), blue mackerel (*Scomber australis*), red gurnard (*Parapristigaster*), haddock (*Merluccius merluccius*), joint dory (*Zeus faber*), king dory (*Cyttodops maculatus*), hapuka or gopu (*Polyprion oxygeneios*), tuskfish (*Dannewigia tueso*), snook (*Leionura otun*) and squid.

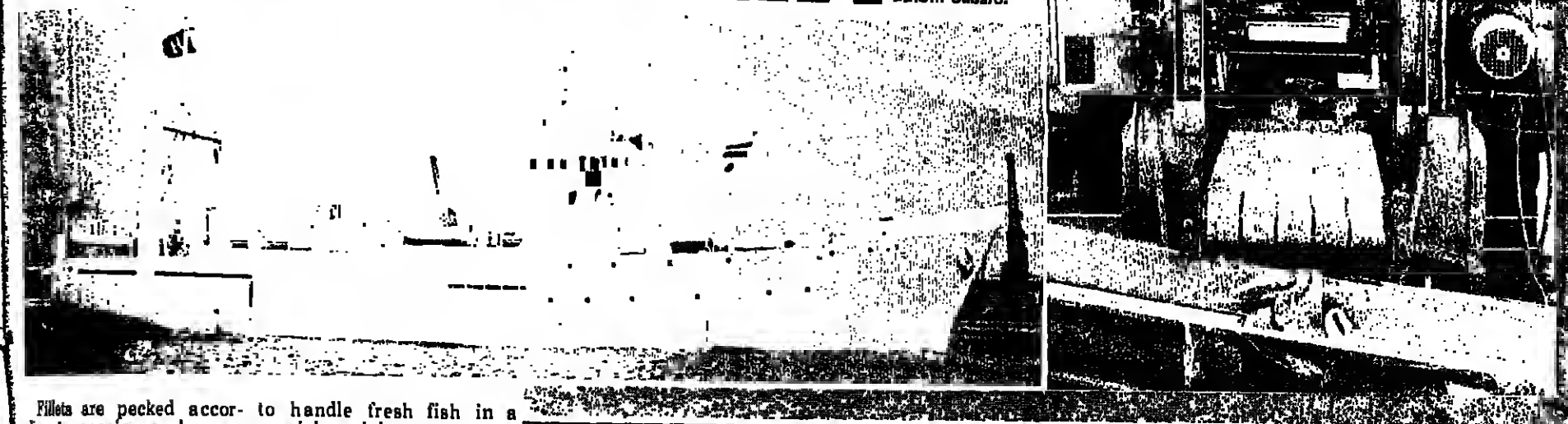
## Blocks

Fish are sorted roughly into species aboard the trawlers at sea and are then frozen into 30kg blocks and stored under refrigeration. Frozen blocks are thawed in a Torry Ales dolroster in the Albany factory and the fish then pass through a grading line, a scaler, a chiller and a washer.

Elevators take the fish into the main air-conditioned factory. Product to be processed mechanically goes through a bander filleter and skinner. Fish intended for hand filleting (generally larger, higher priced species such as queen snapper) are washed, scaled and elevated to the 12-station line in another part of the factory.

# FREEZERS AT WORK IN AUSTRALIA

Right: a Bader skinning machine in the main air-conditioned factory. Below: the 88.3m *Cassio*.



Fillets are pecked according to species and snap frozen in three 11-station ACME plate freezers with a capacity to handle 15 tons of fish in an 11-hour period. Conveyors transport offal, heads and frames from the processing section to adjoining areas for disposal. Heads are packed for sale as rock lobster bait and frames are processed in a Bader 697 fish recovery unit. There is also provision for freezing and packing species of fish not required for filleting. These are packed for bait and other outlets.

The factory is also general

to handle fresh fish in a special receiving area.

The three 88.3 metre long *Othello* class trawlers fishing in the Great Australian Bight for Southern Ocean Fish Processors were built in the Clyde during 1966 and 1967.

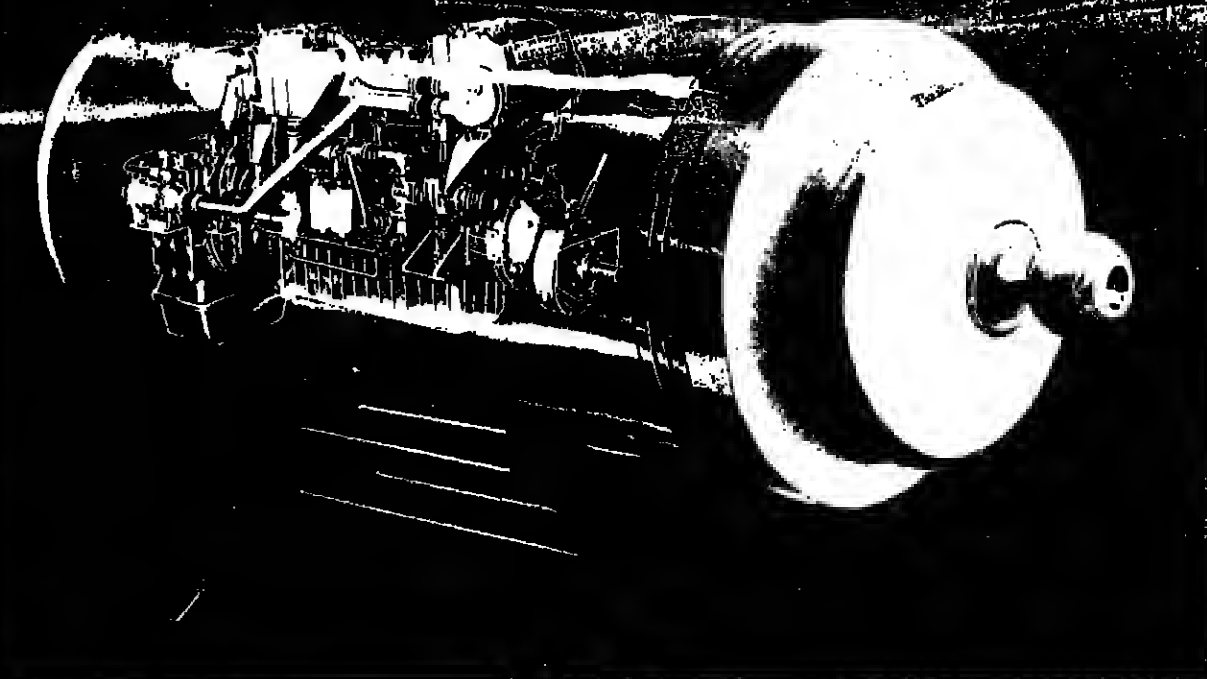
Before they came to Australia they fished in the Barents Sea, inside the Arctic Circle, where sea and weather conditions can be some of the worst in the northern hemisphere.

The ships fish the Australian continental shelf between 85 and 110 fathoms using midwater and bottom trawling gear.



Below: Peter Perry — processing manager — inspects defrosted Right red fish. Below: the Bader skinning machine — fish reach the machine by elevator.

## Old salts have a way of preserving masterpieces



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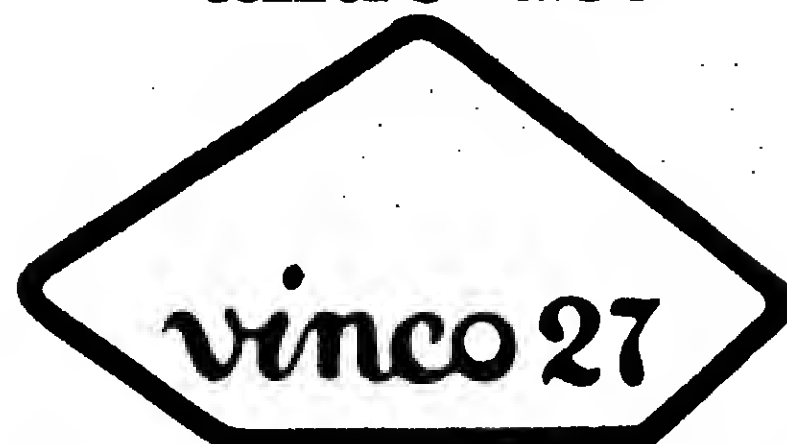
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# STORNOWAY



Under auction in progress at Stornoway fish market. A new market is now being planned.



# Bigger boats join the fleet

**DESPITE** the question marks over fishing limits and quotas there is an air of quiet confidence and optimism among the fishermen at the Hebridean port of Stornoway, the 'capital' of the Western Isles.

This is showing itself in a number of ways — by the number of larger boats being introduced into the fleet; plans by the local council to develop the Western Isles as a major international fishing centre; and by a new £1.7m fish processing development at Breasclete, on the west coast of Lewis.

The herring season, however, has been a disaster particularly for the two local boats, *Constant Friend* and *Seafarer*, as well as five of the Scalpay (Harris) fleet. The general feeling among skippers is that the Mincel should be kept open with small quotas operating. This would keep prices up and help processors with their supply problems.

Following the poor herring season the Olsen fish factory in Stornoway had to issue redundancy notices to these nine permanent employees. This was the firm's worst year

About a dozen temporary workers have also been laid off at the factory following the two month WFA trials on filleting blue whiting.

The firm is now looking forward to the worst cost miskerol season but there is a question mark hanging over this part of the industry as it waits for quotas to be set. This will be thrashed out at a meeting set for today (June 16).

White fish has been very scarce with boats having to fish the rougher grounds which has resulted in a lot of damaged gear and an increase in overheads.

Skipper Donald MacKenzie of Providence says that white fish had been as scarce as he had ever known it. Prawn fishing had been good however, with prices ranging from £20 to £35 per stone for the large prawns.

Sandy Bruce, managing director of the North Minorca Fish Selling Co. at Stoneyway, admits that the scarcity of white fish has been causing problems. Lots of large trawlers were now fishing on the west side which he thought might have something to do with it.

He claimed, however, that white fish prices at Stoneyway were still reasonable.

noway were considered as good as other West Coast ports, such as Malindi and Luchinvar, otherwise the local boats would not be landing at Stornoway.

Many of the local anglers in the 84ft.-85ft. class are only capable of fishing on the west or Atlantic coast in good weather in the summer. In winter it would not be worth their while because of the broken time.

Now, however, larger boats are being introduced into the fleet. Skipper Jack Morrison of Annandale is chairman of the Stornoway Fishermen's Port Committee. He has recently replaced the *Annandale* with the 78ft *Armagh*. He has now made a few landings at the new pier at Breasclete, where his catches are consigned by road to the market at Stornoway 16 miles away.

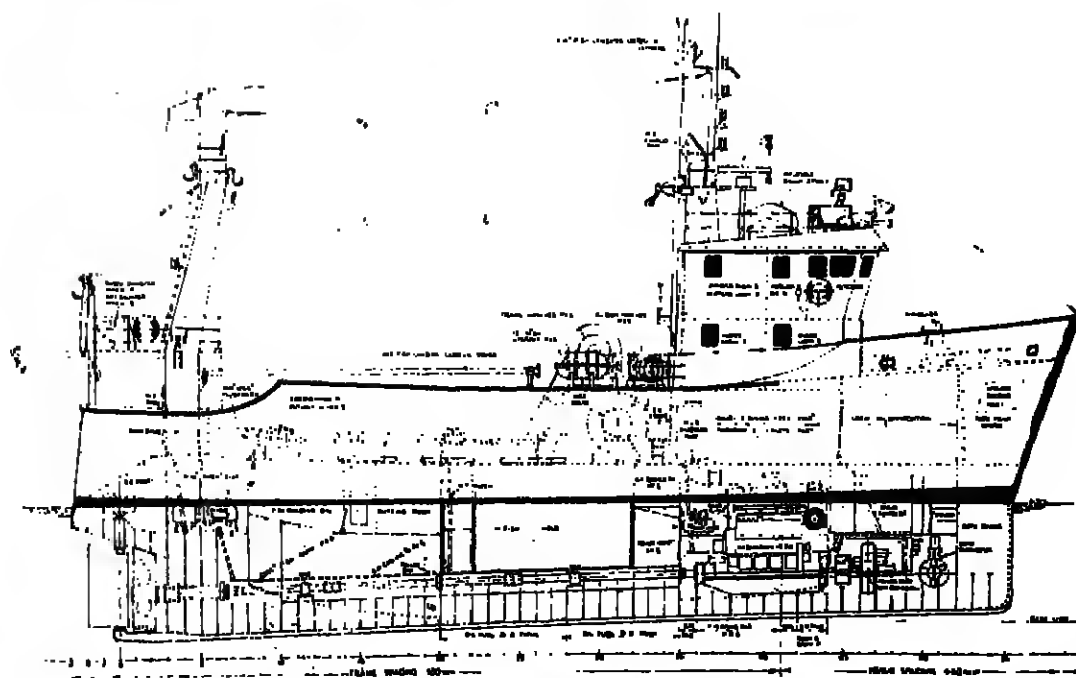
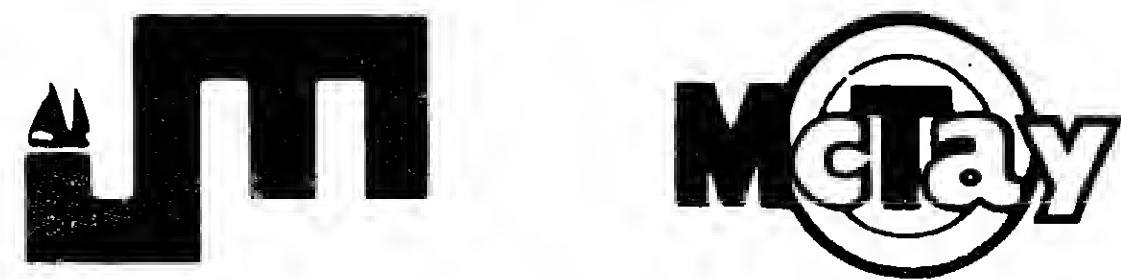
He says: "We save a lot of time getting in a lot more fishing time on the West Coast because we save a lot of steaming time—nine hours to Lochmower and eight hours to Stormwater around the Butt of Lewis—your land at either of those ports you have lost almost a day's fishing. When you have fuel and ice are available at Breaclete it will attract a lot of other boats, including some from the East Coast."

Coast of Lewis. The 45-metre pier now completed has cost £360,000, and £700,000 has been spent on a new factory. In addition £500,000 has been invested in a new company to run it.

in partnership with a Norwegian concern, the Highlands and Islands Development Board has set up a new company — Lewis & Stokfish Ltd. — to run the Breasdale operation. It will be based upon a unique fish drying process developed by the Norwegians. Some of the factory's supplies will come from line fishing — reviving a traditional Scottish fishery — which will enable the units to benefit from stocks located over rough ground where treawling is difficult.

**Turn to page 36**

**Turn to page 38**



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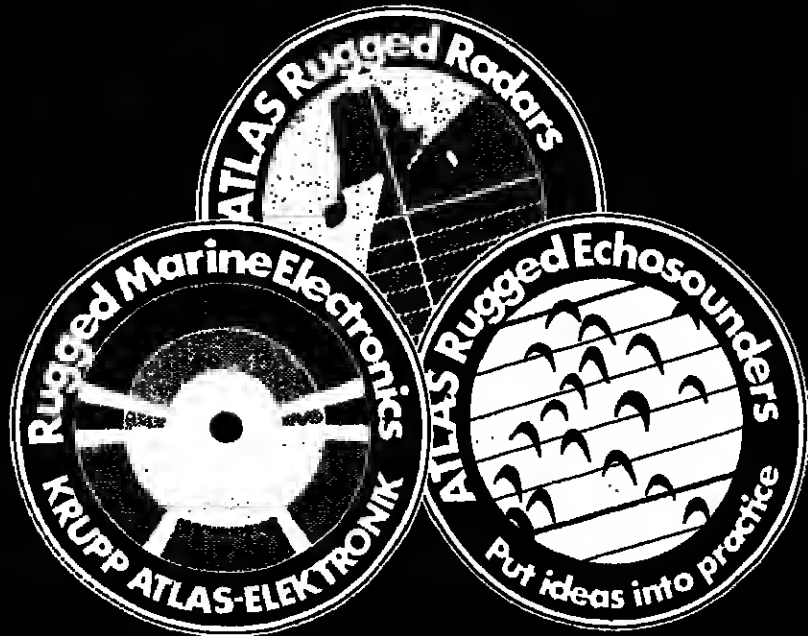
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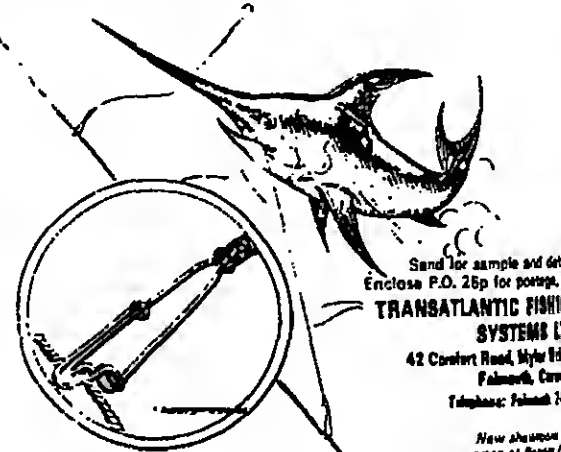
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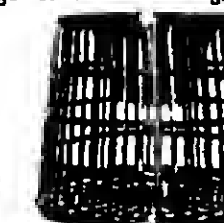
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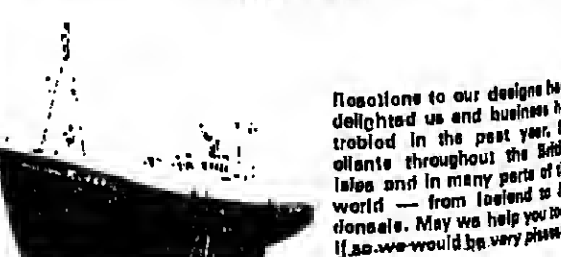
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Scandale — one of the larger type of boats now being introduced to the Stornoway fleet.

## STORNOWAY Bigger boats join the fleet

See page 37

The factory is expected to make 34 full-time and 15 part-time jobs. It is hoped production will commence in August.

The species to be used by the factory will include: haddock, white ling, blue whiting and mackerel. None of these species are yet listed by quotas.

The fish meal factory at Stornoway, HB (Herring Byproducts) is also planning to install discharging equipment to facilitate the boats to have the long haul to the Butt of Lewis.

The Stornoway men's focus has been reducing the sprats and pout, in addition to know the output of the talks on mackerel. It experienced a year ago as far as blue whiting was concerned and caught 50 per cent of last year's catch was landed this year.

Hopes for blue whiting at the meal plant took a setback when the season's catch was 50 per cent down on last year.

HB's manager, Norman Smith, felt that many of the smaller Stornoway boats could score if the assessments on seal eel potential for the Atlantic coast were good. In Shetland this type of fishing yielded about 20,000 ton per year (between spring and summer) and netted £750,000. This fishing was carried out by boats smaller than those in the Stornoway fleet.

Labster prices at the port have been good and skin olivers have been averaging 15 to 18p for clams.

The Western Isles Council has also been paying particular attention to one of their most important indigenous industries. They feel

Turn to page 41



Board of directors of Stornoway Fisherman's Co-op. Left to right: Donald MacLennan, skipper of Kenroy; Norman Smith, skipper of North Star; Rodrick MacLennan, skipper of Shear; Donald Murray, skipper of Herolene; Jack MacLennan, skipper of Annedale; (front row) Robert MacRitchie, skipper of Golden Strand and the chairman of the board, John MacLennan, skipper of Alpha.

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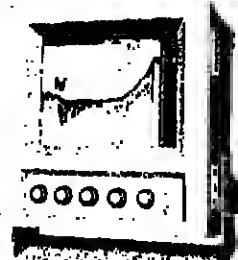
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Left: Stornoway inner harbour area showing barrels ready for dispatch, the present fish market (right) and a boat discharging fish for the reduction factory. Right: the old sail loft which has been used by the Stornoway Fishermen's Co-operative.

**STORNOWAY**  
**Bigger boats**  
**join the fleet**

From page 39

the development of the building are now being considered. John Nicholson, skipper of Alpha, is chairman of the board of directors of the co-operative which at present is concentrating on channery and insurance.

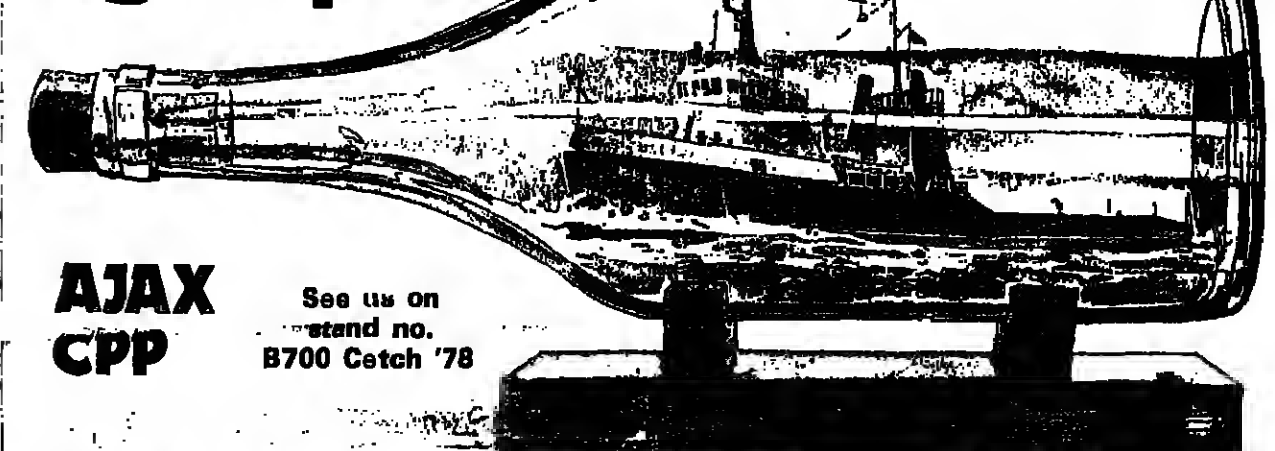
He said: "The co-op has only been going for a month and already it's proving a great success. In fact it's beyond our expectations. About 27 of the 30 based locally boats are members. Some of the Seahunt boats have also joined although they have plans of their own to form a co-operative. In the long term I suppose we will look at the possibility of buying and selling fish."

Because they were getting prices for their fish and had to pay high prices for fuel, channery, Stornoway fishermen decided at the beginning of the year to set up a co-operative. A manager has now been appointed and the old sail loft on the quay at Stornoway Pier and the Fisheries Commission. Plans for



Boats at the new pier at Stornoway on the west side of the pier. A new pier is being developed on the east side of the pier.

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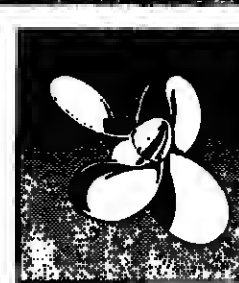
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